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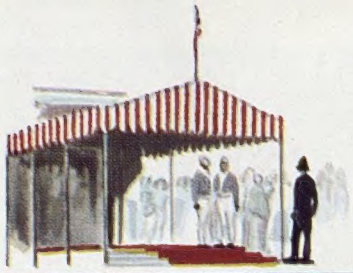

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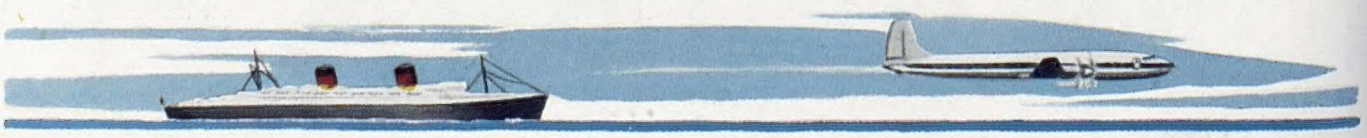

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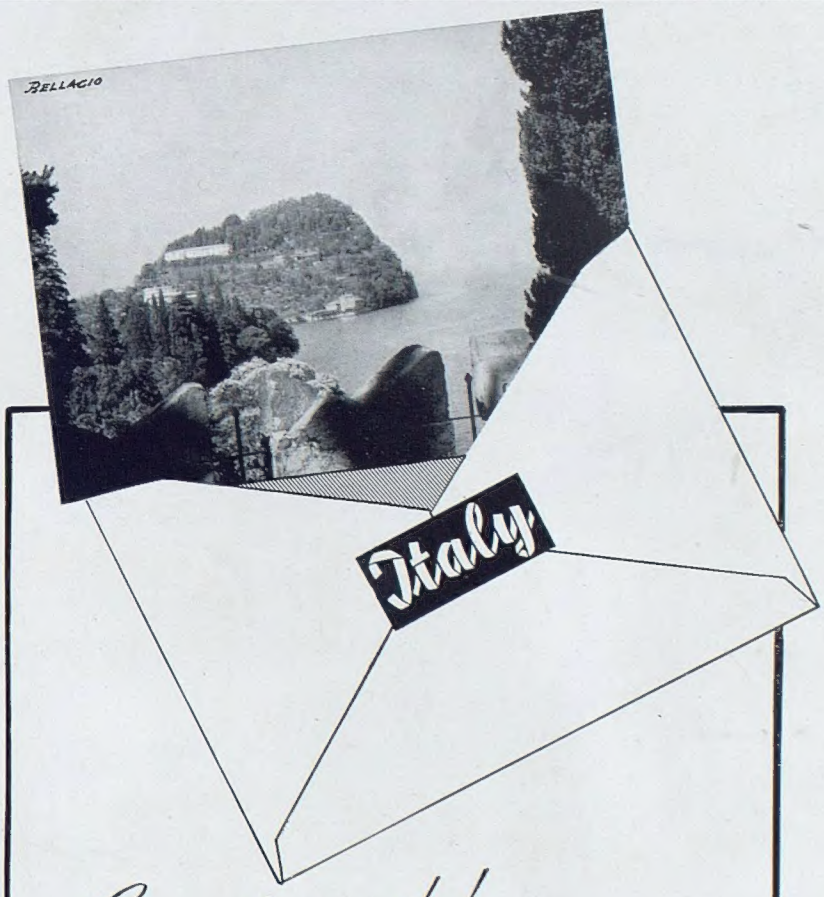

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Volume CCXXIX No. 2979

The SPHERE, London, May 4, 1957

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THE ANNUAL ROYAL VISIT TO BADMINTON—THE QUEEN AND HER MOTHER ARE THE GUESTS OF THE DUKE OF BEAUFORT AT THE THREE-DAY HORSE TRIALS: They are seen at the Gloucestershire home of the Duke while on their way to watch the start of the steeplechase and endurance courses during the second day's events. The Queen stayed at Badminton House for the occasion, and on the last day of the trials presented Miss Sheila Willcox with the winner's trophy.

The three-day Badminton Horse Trials, which have now become an important annual event in the British equestrian calendar, were again attended by the Queen and other members of the Royal Family. The Royal party included Prince Philip (who later left for Cardiff), the Queen Mother, Princess Margaret, the Princess Royal, and the Duke and Duchess of Gloucester. As on past occasions, the three days were spent informally by the Royal visitors, who toured the grounds to keep up with the events. On the first day they watched the dressage events from a marquee erected near the house, but on other occasions they either stood near the course or sat on the ground. Sometimes they watched from a farm cart—an improvised grandstand which is now a traditional sight at the trials. Head-scarves were worn by some of the Royal visitors as protection against the wind, and often the Queen was busy with her cine-camera in making a photographic record of the events. The winner of the trials was Miss Sheila Willcox, of Lytham St. Annes, who rode High and Mighty, and she was followed in second place by Miss Penelope Moreton on Red Sea. Further pictures from Badminton are on page 179.

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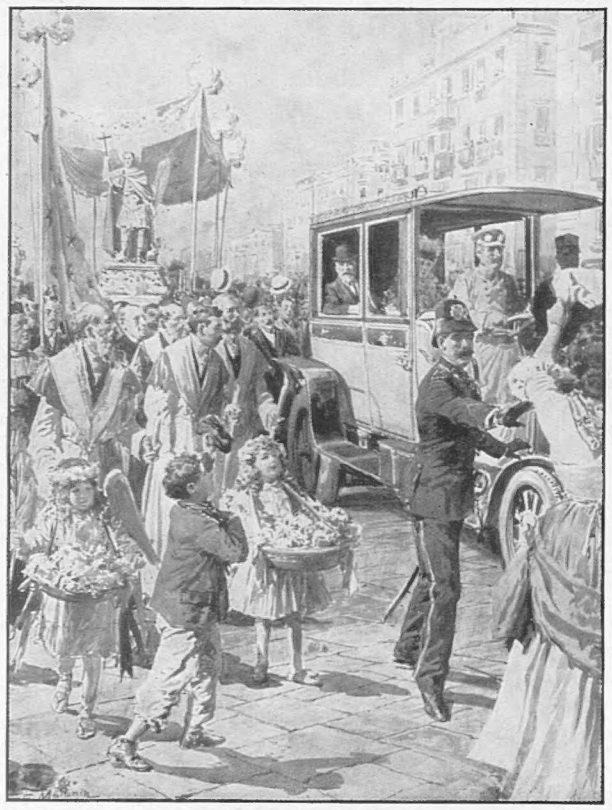
FROM "THE SPHERE" OF 50 YEARS AGO



THE KING AND QUEEN'S VISIT TO NAPLES: King Edward VII and Queen Alexandra when on their way to Capo de Monte encountered a procession in honour of St. Esposito. They slowed down for the processionists, who were intensely interested in their Majesties. This picture was drawn by Eduardo Matania, the father of the well-known artist, Fortunino Matania, who was on *The Sphere* staff at that time.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day ranging in length from* 750 *words to* 2,000 *words.*

A London Newsletter

195-198, STRAND, W.C.2.

Virtues of a Fine Easter.—This first open-air holiday of the year was unusually pleasant. It fell late in the calendar and in an abnormally forward season and it held some of the joys of May. It brought out the motorists and revealed the deficiencies and bottlenecks of our roads. There is as much reason at Easter for countrymen to accept inconvenience on the roads as there is to expect lack of consideration or skill by many of the drivers. The countryman can take *his* holiday in his garden and leave the inconvenience to be enjoyed by the townsmen, realising that it is the townsman's turn in bare justice to use the country roads and cherishing the hope that some benefits may accrue to the countryman from the townsman's holiday—and vice versa. True, the first results will not be benefits. A few more burned commons, a new legacy of broken bottles and litter, some petty thefts, gates left open and cattle disturbed. But there are assets gained by the nation as a whole from a fine Easter holiday. It takes away a sense of grievance among town workers that the sweets of spring and summer are denied them. It has a wholesome effect on the mind which changes of scene and occupation usually bring, and in some cases it may even bring home to townsmen a realisation that what remains of the heritage of beauty and peace in Britain is theirs no less than the country folk's perquisite, and that it is being rapidly reduced, and that some share of the blame rests on the holiday-makers from the towns. I keep my eyes open when I have to take the road on public holidays, and this year I have seen encouraging signs. I saw motorists choosing their picnic site with an eye to beauty. I saw picnickers positively collecting their litter. I heard a parent telling his offspring to give over throwing stones at the empty beer bottles, and I observed a family party carefully reclosing a cattle gate. Trivial signs, but rare and welcome. And this Easter was a test case indeed. For if the beauty of the countryside did not impress the least æsthetic with the riches of their heritage and the value of conserving it, nothing will. But, by and large, our social history shows us that class hatred and bitterness and selfish materialism tend to die down a little after the first fine open-air holiday of the year, and so remain dormant until October. In our long history only a fraction of time has elapsed since we were all countrymen wherever we lived. It was only yesterday that London and every other city were country towns centred in farmlands.

The Arch-Destroyer.—If the beauty of the countryside impressed a few holidaymakers with the importance of co-operating to conserve what remains of it, it may be that a few more turned their thoughts tardily to an even swifter destroyer of it than bureaucratic suburbanisation and the vandalism of the thoughtless. I mean the H-bomb and all that. In the past few weeks I have insinuated a paragraph in each "Newsletter" stressing some item in my catalogue of loathing for this Devil's device. I have noted how fine orators among statesmen, when compelled to defend experiments with, and retention of, this arch-destroyer, invariably fumble and stammer their shamefaced arguments like any red-handed criminal in the dock. The very threats of the rival war leaders are as nervous and empty as those of quarrelsome, frightened little boys in a prep. school. I have prophesied that the "romance" of war died with Hiroshima and that war memoirs have had their day, since hereafter even "successful" generals, if still alive, will be ashamed of their victories. We may well ask how long we will suffer ourselves to be led to the slaughter by frightened, uncertain leaders, and whether, indeed, a vast majority of the human race, East and West, Communist and democratic, black and white, would not rather fall into the hands of their gods than fall into the hands of their human leaders. There have always been great issues which only organised national or world opinion can determine, and *have* determined at the eleventh hour. If this matter of nuclear experiment is not the mightiest issue of them all, it is near enough to it to demand that world opinion be canalised. Are we to leave it to Russia and Japan to make the decision to abandon the tests, and so to shame the West into following their example? Are we so harnessed to America's glittering and wobbling chariot that we have lost our very soul that once stood for trust in Heaven and the right, for liberalism and for humanity? And what do we hope to gain by prolonging the shame and the agony? Our island is indefensible. There is no escape for any of us. We cannot win an H-bomb world war. We cannot lose more than the winner must lose by the blotting out of civilisation. The Kremlin leaders may be tough and ruthless and politically insane by *our* standards, but they are realists. They can gain nothing by becoming a leper island in a vast dead sea, and they would be as thankful as we to spend the countless millions devoted to universal death on projects for the betterment of mankind, even if they devoted half of the saving to political propaganda to achieve their conversion of the world to Communism. We might resist that. No nation can escape world suicide from the H-bomb. Meanwhile every day the air we breathe grows more poisonous, and a handful of frightened men lead the peoples of the world to the crater's edge.

Face-saving Run Mad.—As for our own frightened leaders, what sort of face-saving impels them to pursue these experiments? If one could dignify so bestial and bedlamite a policy with logical argument, no logic can be found in it from our point of view. In a nuclear war, the world will be destroyed by a very limited number of explosions and the Russians and the Americans can easily do the job between them. That being so, our determination to be "in on the deal" is merely a form of monstrous snobbery, a national vanity *in excelsis*. To be a first-class power, one must be "in on the deal." We shall be branded as a second-class power if we abandon our right to help destroy civilisation. To some of us, it seems that we could better substantiate our claims or aspirations to be a first-class power by giving a lead to the world in condemning and rejecting this loathsome crime against humanity than by playing a minor part as an accessory to it. Moreover, we have not unlimited resources, and we have a very important part to play in the Commonwealth in defence; the essential role of damping down local wars from which the final global war, if it comes, is most likely to spring. Our first task (and our last) is adequately to strengthen our defences by conventional means to cope with these vital duties and responsibilities. At the moment we are wasting a great part of our defence resources on making weapons which we can never use in local wars and weapons which will add nothing to the ruins of civilisation if used in a global nuclear war. In that total destruction, we shall share in the guilt only. Or so it seems to me and to one or two more. In fear, in subservience, in muddle-mindedness, in lack of faith, we seem to be throwing away a unique opportunity of proving to the world that we still can exercise the influence of a first-class power.

AN IMPORTANT HUNGARIAN VISITOR

MISS ANNA KETHLY IN LONDON: At a Press conference held at Transport House Miss Kethly disclosed that the Kadar administration in Hungary intend to court-martial Mr. Imre Nagy, in whose government she served as Minister of State during the uprising of last October. Anna Kethly is a prominent Social Democrat and is in Britain as the guest of the Labour Party and the trades union movement. At the time of the armed Soviet intervention she was in Vienna.

Proceedings in Private.—Naturally the Press is up in arms against any suggestion that the justices' discretion to hear proceedings in criminal trials in private should become the exercise not of discretion but of rule. The liberty of the Press is a thing to fight for. The licence of the Press is a thing to fight against. Certainly no lay magistrate nowadays is blind to the importance of their justice being "seen to be done." The Lord Chief Justice and the Lord Chancellor are always alive to it even in such matters as consultation with the clerk out of court. I confess that I agree with the *New Statesman* in its "London Diary" that the happy solution, if juries in notorious murder trials are to be kept free from publicity bias, is to continue to throw the Court open to the public during the preliminary hearings before the magistrates, but, unless the accused prefers publicity, to forbid reports in the

Press until the accused is discharged by the magistrates; or, if committed for trial, until the prosecuting counsel has opened the case before the Assize judge.

Clubland in Decline.—A *cri du cœur* from an old soldier from Nairobi deplored in *The Times* the lack of support for many West End clubs, not least service clubs. If he were a C.O. to-day he would not hesitate to "advise" (that is, to "order") his subalterns to join a Service club where they could meet people with whom they have something in common and "chew the rag" with a boon companion over a whisky-and-soda. There are so many advantages, he says, unknown when he was a subaltern, which compensate for the first stiff fence, the entrance fee. For example, the old generals no longer insist on the comfortable armchairs or put you on the mat if you light a cigarette in the hall; and then you can get a bedroom at the club with full valeting service far cheaper than at any London hotel. Alas, distance lends enchantment to his view. The entrance fee in most old-established clubs has, no doubt, been knocked for six for the young entry, but the annual subscription, even slashed, is a heavy item. That "bedroom" is a very lucky dip at a busy time in the season, and valeting is not what it was. The lures have been tried out in all the West End clubs, the cocktail bars and the ladies, the squash courts and the dances, the loan collections of pictures, and so forth; none of these have availed against the economic difficulties of preserving a Victorian way of life for men. The servant problem, the wage bill, the guaranteed hours, the rates and the overall overheads are more potent than all lures and sacrificial slashings of fees and subscriptions. And I doubt whether, in the case of Service clubs, if C.O.s were to "advise" their subalterns to join, their "advice" would be taken. For I am not even sure that "chewing the rag" with a boon companion over a whisky-and-soda is to-day an amenity which young officers desire at all costs to extend into their hours of recreation.

Traffic Jams Again?—For a brief and happy few weeks Londoners were able to congratulate themselves with the usually depressing phrase: "Jam yesterday, jam to-morrow but *never* jam to-day." I'll eat my hat if in a few weeks from now Londoners don't have plenty of "jam to-day." We have been rationed by price as much as by coupon in the quiet interlude. Now the "open" road calls again with spring, and petrol is a little cheaper and home car-sales are on the up and up. The Easter traffic was as heavy as in 1956 on many roads in and out of London. And that golden interlude, when so much necessary road repair could have been taken in hand, was wasted. As ever in London, the London Season is chosen by the appropriate authority as the golden hour in which to take up the main thoroughfares. I shall be surprised indeed if by May the most famous West End bottlenecks are not as bad as ever, and if the main roads to the cities do not once more rob the permanent ways of their new patrons. During the peaceful interlude, we have been told that exhaustive research was made by the authorities into the basic causes of congestion. Has that research suggested drastic regulations for the future? We have heard of none that are drastic or even likely to improve conditions, and the time is short. Already we know that in a fine week-end the roads to and from the sea are almost back to their pre-Suez peaks, and this year the impetus to take the road will be abnormally compelling. The private car is still by far the most efficient and quickest way to get from home to office and the lorry is by far the cheapest, quickest and least damaging way of carrying lighter and brittle goods from factory or shop to customers. If you have ever ordered a small glass-house for delivery by lorry, and again received one perforce delivered by rail, you appreciate the truth. One arrives whole in a matter of a day or two. The other arrives piecemeal (in more senses than one) in a matter of months.

Iron Age, Not Roman.—I enjoyed my visits to that recently discovered fort above Iping Marsh, off the Roman road to Silchester from Chichester, and I greatly praised the energy of the diggers, who have now knocked off work, having unearthed one tiny prehistoric bone which enables the directors to re-create the monster—to wit, a small fragment of black, hand-shaped pottery, found 7 ft. down, which determines the fort as an Iron Age (perhaps 250 B.C.), and not a Roman creation. Other finds included some sling shots and in the inner defences a number of heavy stones which suggest a reversal of the usual practice of those days, the facing of the outer defences with stones with the inner defences of earth only. Moreover, the stone facing of the inner defence wall does not accord with usual practice. The site is already partly reafforestated and only one or two more digs will be possible in May. They will be directed upon the hidden entrance, or such part of it as is free of grown trees, on the only side of the fort unprotected by natural escarpments. The first digs were directed where the fort fell steepest, because the tendency of unconsidered trifles let fall by our ancestors is to slip gradually downhill. So much for my amateur observations of archæology in practice.

THE OLD STAGER

ELIMINATING A TRAFFIC DANGER-SPOT IN DEVON

A NEW BRIDGE AT AN AWKWARD BEND: Work is proceeding on a modern double-width bridge across the River Walkham, on the Tavistock-Princetown road. The new bridge is about 50 yards from the picturesque existing Merrivale bridge, and here the present route takes an extremely awkward double bend. The approaches to the new bridge, also under active construction, will by-pass the bends and so eliminate danger to traffic at a beautiful but "black" spot in part of a tourist country. The old bridge is only 22 ft. wide and large vehicles have not infrequently stuck in trying to cross.

NINETY NATIONS HONOUR SHAKESPEARE'S MEMORY

BIRTHDAY CELEBRATIONS AT STRATFORD-UPON-AVON: Representatives of ninety countries, including a newcomer—Ghana—unfurl their national flags in the main street of Stratford-upon-Avon on the 393rd anniversary of Shakespeare's birth (April 23). The ceremonies included a visit to the Henley Street cottage where the poet was born, and wreath-laying at his tomb.

A BRIEF TENURE AS PREMIER: Dr. Khalidi (right) with Said Mufti, his Minister of Interior. Khalidi's Cabinet was soon replaced by a new Government.

THE CRISIS IN JORDAN

The Latest Flare-up in the Middle East and the Reasons for it

THE crisis which began in Jordan in the middle of April, with the dismissal of the Nabulsi Government by King Hussein, had, in fact, been brewing up for some time. The ostensible reason for it was the decision of Suleiman Nabulsi's left-wing Cabinet to establish diplomatic relations with the Soviet Union. But the National Socialist Prime Minister and his Marxist allies had been steering Jordan along a much more dangerous road than one of diplomatic recognition.

Ever since the elections last October, when the left-wing nationalists gained a majority, they have developed a policy of federation with Syria which would make Jordan a mere satellite of Cairo and Damascus. The first step they took in this direction was the termination of the Anglo-Jordan Treaty and the subsidies that went with it in exchange for promises of equal subsidies from Egypt, Syria and Saudi Arabia.

To appreciate the full significance of this move, it is essential to bear two facts in mind. The first is that the State of Jordan is an economic absurdity. Even in its original form, Transjordan, it could not support its own population. But with the incorporation of the West Bank as a result of the Palestinian War Jordan became even less viable. The subsidy of £12,500,000 paid by the British Government under the Anglo-Jordan Treaty, most of which went to maintain the Army, represented half Jordan's total budget and there has also been substantial financial aid by the Americans.

But the incorporation of the West Bank in 1949 proved an even more formidable political liability to Jordan. This is the second root-cause of the present crisis. Nearly half a million Palestinian refugees in crowded camps, as well as another half million resident population, were part of this dubious prize. The United Nations—in this respect America and Britain—have been keeping the refugees alive, but the late King Abdullah made the generous though fateful gesture of giving the Palestinians Jordanian citizenship and a 50 per cent. quota of seats in any government. As a result, the Palestinians, who outnumber the Transjordanians by two to one, very soon dominated political life.

This immediately gave rise to a violently anti-Israel policy which many Transjordanians and not a few of the more responsible Palestinians found both politically dangerous and economically harmful. For in the long run Jordan could—and can—only achieve anything approaching economic independence if she co-operates with Israel on such schemes as the Johnston Plan to use the River Jordan for irrigation purposes. But extremists of both Left and Right (including, for example, the ex-Premier, Dr. Khalidi, and his predecessor, Nabulsi) were bitterly opposed to any agreement with Israel.

Nevertheless, in time even extremist opinion might have been won over to a more realistic view, had it not been for active intervention from outside. This came first from Colonel Nasser, the self-appointed champion of Arab unity, who, largely through the "voice of the Arabs" broadcasts from Cairo, whipped up anti-Israel and anti-Western feeling to boiling point. His outstanding success was in March of last year when the Chief of Staff of the Arab Legion, Glubb Pasha, and his senior British officers were dismissed by King Hussein following riots against the Bagdad Pact.

Here another influence made itself felt apart from that of the Egyptian Government. The left-wing National Front had organised the disturbances in December 1955 and, with its predominant influence among the Palestinians on the West Bank, undoubtedly was a contributory factor to Glubb's dismissal. In the Nabulsi Cabinet, set up after last October's elections, the Foreign Minister was a member of the powerful Baath Party, which is Marxist and to which the Foreign Minister of Syria also belongs.

DEMONSTRATIONS WHICH LED TO MARTIAL LAW: A crowd surges through Amman. *On left*—Suleiman Toukan was appointed Defence Minister and Military Governor of Jordan when martial law was proclaimed last week by the King.

POLICE ARE STONED: They protect themselves with wicker shields against the missiles hurled by demonstrators in Amman. At the start of this week Jordan was reported quiet. On Sunday King Hussein flew to Riyadh to meet King Saud, of Saudi Arabia. This followed visits to Riyadh by Egyptian and Syrian representatives.

Glubb's departure had one particularly far-reaching effect on Jordan's internal situation. He had always kept the Arab Legion a primarily Bedouin force. The loyalty of the Bedouin to the Throne is traditional in Jordan and has stood King Hussein in good stead during the present crisis. But the defection of two Chiefs of Staff in quick succession—General Nuwar and General Hiyari—is a symptom of the change that has taken place during the past year, when the influx of Palestinians into the Jordan Army has greatly increased and quite a number of Bedouin have left it. By all accounts, many of them have since flocked back in support of the King.

Jordan's economic and political situation is such that her internal stability is to a large extent conditioned by the attitude of the countries on her borders. Until recently it was her long border with Israel that seemed the main source of uncertainty, but the political wind has changed. One might even say that Egypt and Syria—and behind them the Soviet Union—have overplayed their hand, to the extent of forcing their most powerful ally, Saudi Arabia, to make an "agonising reappraisal." To-day it is Saudi Arabia and Iraq that are the mainstay of King Hussein against Egypt and Syria. The burning question is no longer the common enemy, Israel, which has acted throughout the Jordan crisis with admirable restraint, but Communism and the forces allied with it.

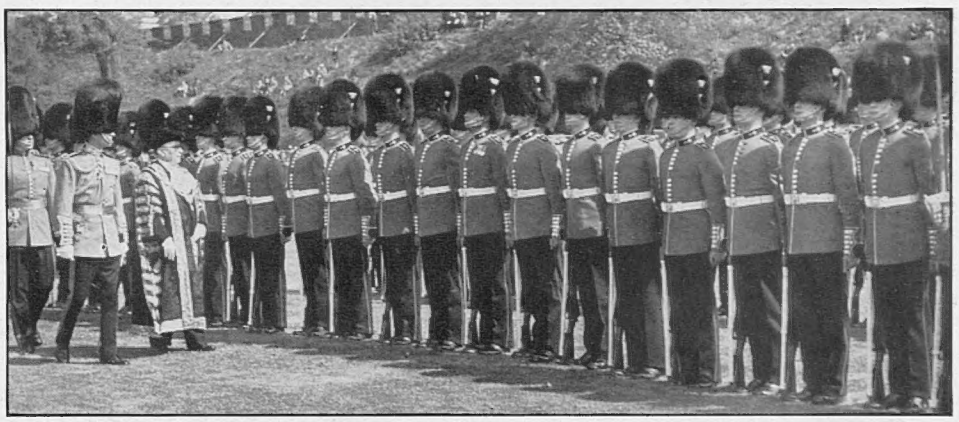
Jordan has become a testing-ground not for the Arab-Israel dispute, but for an internal Arab dispute. Pan-Arabism, as Colonel Nasser and the Syrians see it, has suddenly come face to face in Jordan with Pan-Arabism as the kings of Saudi Arabia and Iraq see it. The outcome of this clash will have a decisive influence not only on the future of Jordan but also on the situation in the Middle East as a whole.

Stewart Thomson

THE NEWS IN PICTURES

PRINCESS MARGARET SAILS DOWN THE CLYDE : *Left*—The *Maid of Ashton* in which her Royal Highness made a cruise along the Clyde during her visit to Glasgow, is passing along the shipbuilding section of the river. *Right*—Crowds throng the King George V Bridge to watch the *Maid of Ashton* at the start of the Royal cruise. The Princess, who is on the bridge of the vessel, is accompanied by Mr. Ian Macfarlane, chairman of the Clyde Trust, the Lord Provost (Mr. Andrew Hood) and the Lady Provost. Also during her stay in the area Princess Margaret visited the new town of East Kilbride and the Scout and Guide Centenary Exhibition at the Kelvin Hall.

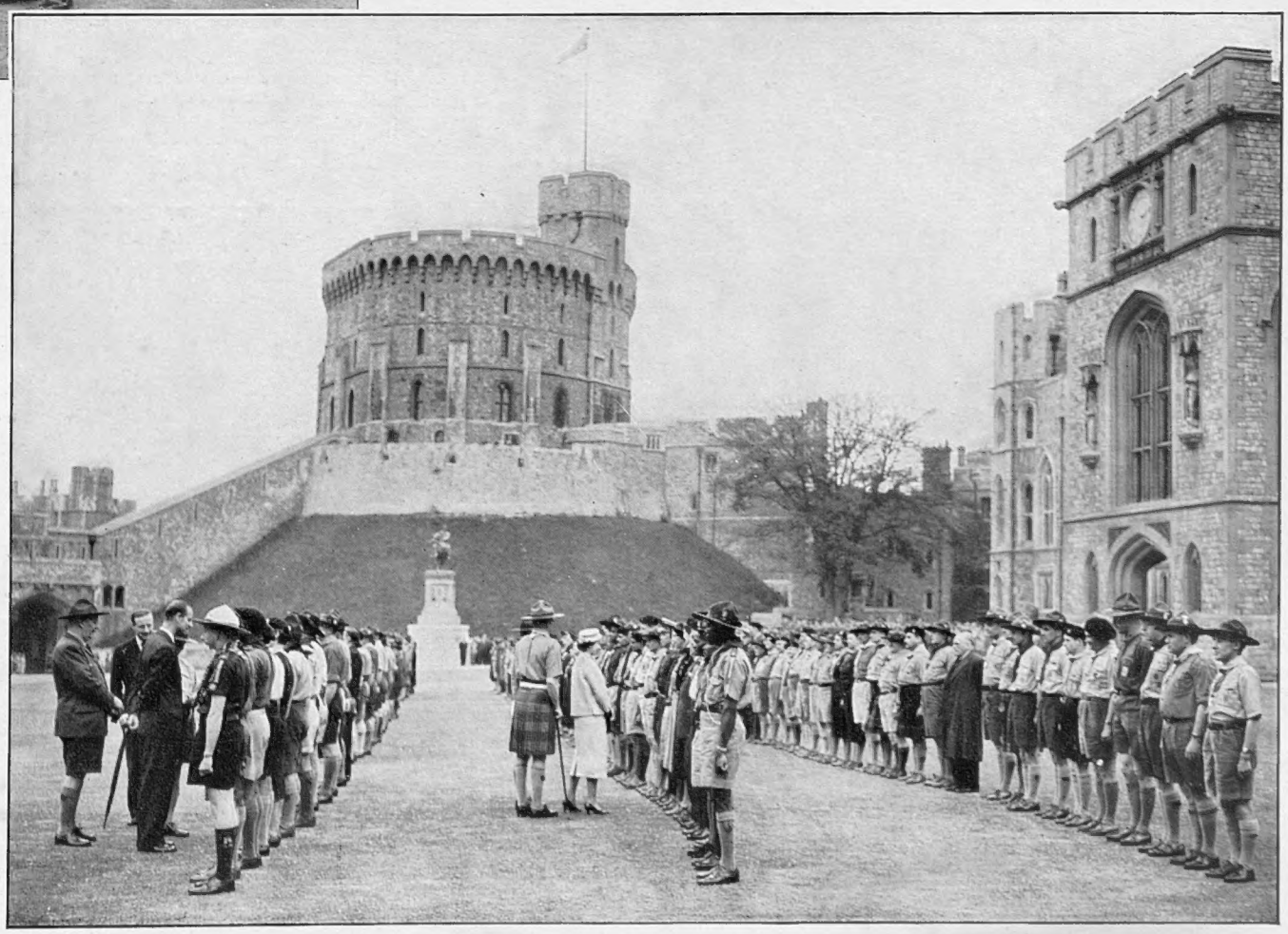
PRINCE PHILIP VISITS CARDIFF : He is looking at a goat mascot of the Welch Regiment at Pengam Moors Airport at the conclusion of his visit to Cardiff where, as Colonel, he had received the Freedom of the City on behalf of the Welsh Guards. The presentation ceremony took place at Cardiff Castle. After a civic luncheon in the City Hall the Prince returned to the Castle for a Regimental display. On the previous evening he had attended the dinner organised by the Cardiff branch of the Welsh Guards' Comrades Association.



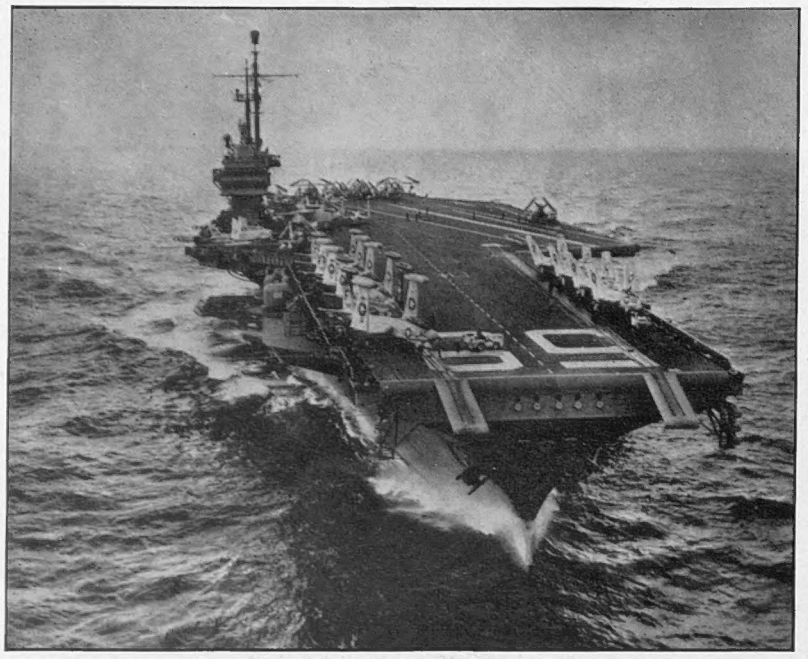
CEREMONIAL AT CARDIFF CASTLE : Prince Philip and the Lord Mayor of Cardiff, Alderman D. T. Williams, are inspecting the guard of honour mounted by the Welsh Guards at the presentation ceremony. Prince Philip is already a Freeman of the city in his own right.

On right—

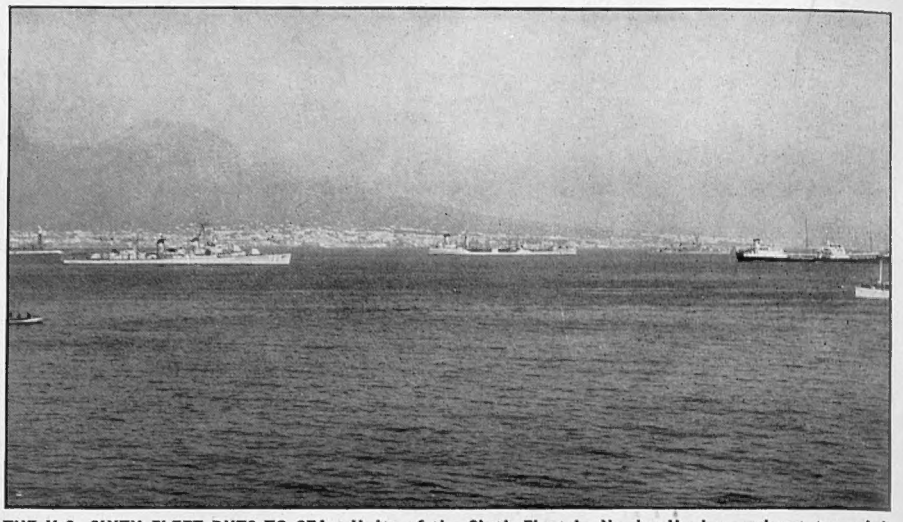
THE ANNUAL ROYAL INSPECTION OF SCOUTS AT WINDSOR CASTLE : The Queen and Prince Philip are seen as they inspected some of the 1,000 and more Queen's Scouts and holders of Scout Gallantry Awards during the annual St. George's-tide parade. After the parade the Queen took the salute at the march past. Later, the National Scouts' service, conducted by the Dean of Windsor, Bishop Eric Hamilton, was held in St. George's Chapel. During the service the Chief Scout, Lord Rowallan, led the reaffirmation of the Scout promise.



THE NEWS IN PICTURES



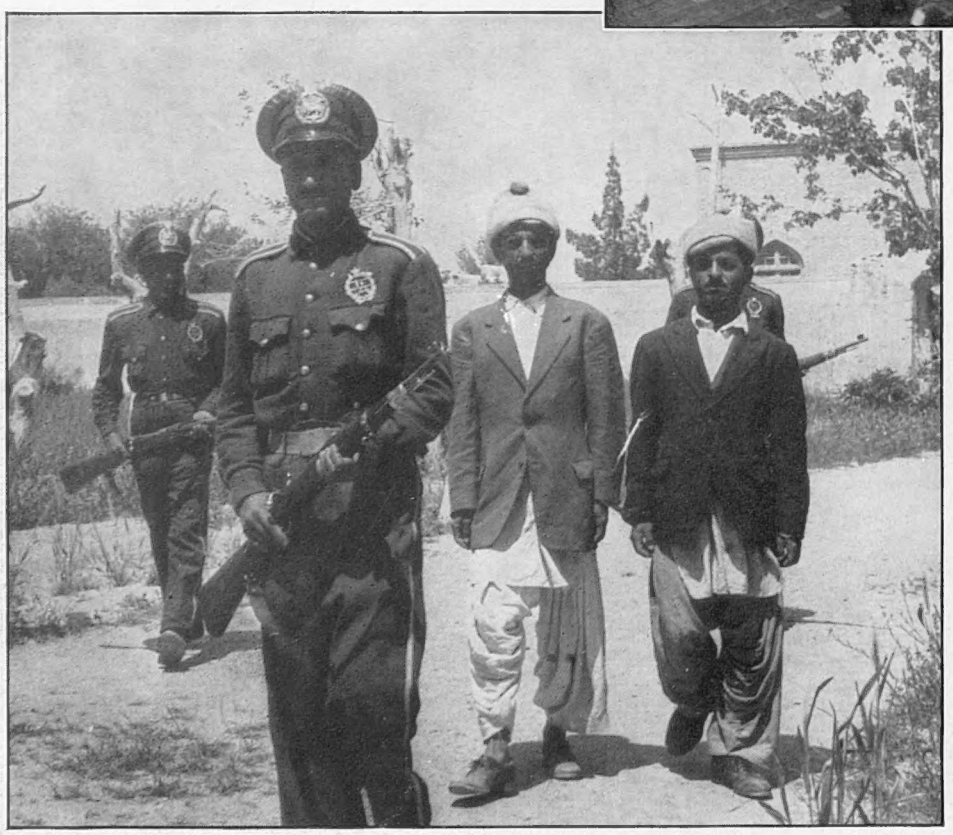
THE WORLD'S LARGEST AIRCRAFT-CARRIER : The 59,650-ton U.S.S. *Forrestal* sailed last week with the U.S. Sixth Fleet for the Eastern Mediterranean. The carrier was lying off Cannes when she received sailing orders. Official visitors had only forty minutes to leave.



THE U.S. SIXTH FLEET PUTS TO SEA : Units of the Sixth Fleet in Naples Harbour about to weigh anchor just after orders had come with dramatic suddenness from Washington to sail for the Eastern Mediterranean because of the Jordan crisis. A destroyer, the *Newman K. Perry*, is on the left and other vessels include two tankers. Vesuvius lies in the shadowy background. The 45,000-ton battleship *Wisconsin* also sailed from Naples, where she had been on an Easter goodwill visit. Other ships left French Riviera ports

BEFORE A U.N. DISCUSSION ON SUEZ : The Egyptian representative, Dr. Loutfi (left), and the Russian delegate to the United Nations, Mr. Sobolev, talk before the meeting of the Security Council in New York to discuss the Suez Canal dispute and last week's Egyptian proposals for settling it. Although, in the view of the U.S. and other delegates, Egypt's proposals did not meet the six requirements of the Security Council's resolution of last October, no positive action was taken by the Council.

PROTESTS IN TOKYO AGAINST HYDROGEN-BOMB TESTS : Waving flags and banners with slogans, a crowd parades before the British Embassy in the Japanese capital. Most of the participants were understood to be trade unionists, housewives or students. Some 3,000 strong, the demonstrators marched through the streets calling on Britain, America and the Soviet Union to stop H-bomb tests. Similar demonstrations have recently been held in other Japanese towns, including Hiroshima



FATHER AND SON QUESTIONED IN AN IRAN BANDIT OUTRAGE : Two prisoners, arrested for alleged complicity in the murder of Mr. and Mrs. Kevin Carroll by the bandit gang led by the notorious Dadshaw, are marched under heavy guard for interrogation in Khash, Iran. Fourteen of the bandit gang have been captured since the outrage of last March when trying to escape over the border into Pakistan. Dadshaw was killed in a fight with the police.

BRITAIN'S DEFENCE MINISTER IN CYPRUS : Mr. Duncan Sandys, accompanied by the Governor, Sir John Harding, inspects a guard of honour on his arrival at Cyprus for a three-day stay. During the visit he inspected military and civil installations, and discussed the role of British forces based there in support of NATO, the Bagdad Pact and other responsibilities

THE NEWS IN PICTURES

AMERICAN VISITORS IN MADRID : General Franco sits on the left. On the settee are General Twining (left), Chief of Staff of the U.S. Air Force, and Mr. John Davis Lodge, U.S. Ambassador in Madrid. Extreme right is General A. W. Kissner, Chief of the U.S. Military Mission to Spain. General Twining is reported to have discussed with General Franco the American air bases in Spain.

SIR WINSTON CHURCHILL AT THE RACES : Well-muffled in his great-coat and smoking a cigar, he walks across the paddock at the course at Sandown Park. He saw two of his horses—Welsh Abbot and Le Prétendant—placed third in their respective races.

IN MEMORY OF THE PILGRIM FATHERS : Mr. Brewster H. Morris, representing the American Ambassador, speaks before the microphone at the unveiling of a stone plaque at Dartmouth, in Devonshire, to commemorate the sailing of the Pilgrim Fathers in the *Mayflower* and *Speedwell* on the historic voyage in 1620. The Mayor of Dartmouth, Alderman B. Lavers, is second from the right.

A RAILWAY BLOWN UP IN IRELAND : A repair gang works on the railway near a bridge on the main Belfast-Dublin railway some five miles south of Goraghwood, near Newry in County Armagh, in Northern Ireland. Rails had been twisted and a large hole blown in the bridge. Two explosions were heard. They were believed to be the work of extremists from Eire.

DISASTERS IN AMERICA : Parents (in foreground) wait for the waters to recede so that their children can cross from the school on the far bank at Marble Falls, in Texas. Large parts of the State have been inundated by recent floods which followed tornadoes and severe thunderstorms and caused enormous damage. Thousands of inhabitants were evacuated from cities. *On right*—The twisted steel frame of a bridge, carrying with it a car, has collapsed into Loyalhanna Creek, Pennsylvania. The cause of the fall could not be ascertained immediately.

THE NEWS IN PICTURES

WEST LONDON AIR TERMINAL UNDER CONSTRUCTION : The concrete platform which has been built over the railway tracks between Earls Court, Gloucester Road and High Street, Kensington stations is having steel supports fitted into position for the building which has been pre-constructed and stored near to the site. It will be one of the largest prefabricated buildings ever to be built for public use and is expected to be ready for use in the autumn, replacing the present British European Airways town terminal near Waterloo, on the South Bank site. Most airlines, with the exception of B.O.A.C., will use the new West London terminal.

FIRESTREAK—BRITAIN'S NEW GUIDED MISSILE : This is the first picture released of the new air-to-air guided weapon which has been designed by De Havilland Propellers Ltd. The picture was taken by a camera mounted on the wing of the missile's parent aircraft, which was flying at great height, and shows the Firestreak accelerating rapidly immediately after launching. News of the new guided weapon, which is said to be based on the infra-red homing principle, was given in a memorandum to last week's Air Estimates. An order for production has been placed.

TROUBLE IN CAPRI : Two views of the steps which lead down to the famous Blue Grotto of Capri. Boatmen who normally take visitors into the grotto are on strike against what they regard as an encroachment upon their trade. They are protesting against a road improvement which brings visitors within driving and more comfortable walking distance of the grotto from Anacapri, thus eliminating the need for the previous sea journey. The boatmen maintain that the Mayor of Anacapri had no right to widen the road, using funds set aside for economic development. The Mayor maintains that the new road is vital to Capri's tourist trade.

COMBATING FROST IN KENT : Mr. A. E. Clark, foreman of Eastland's Farm, Paddock Wood, Kent (on left), with other members of the anti-frost "flying squad." They are lighting up "smudge" pots which have been placed in the orchards to fight the effects of recent heavy night frosts. This orchard contains "Beauty of Bath" and "Bramley" apple trees all well-laden with blossom. *On left*—The fires burning in the orchard give a magic touch to the trees. One man can light over a dozen pots in a minute ; each pot holds three gallons of crude oil and will burn for eight hours. It is expensive for growers to keep several hundred pots burning for most of the night—but preferable to losing perhaps half the season's crop of apples.

THE FIRST TILTING-WING AIRCRAFT: This ungainly-looking machine is the first V.T.O.L. (vertical take-off and landing) aircraft known to employ a tilting wing. When the wing and rotor-propellers are tilted vertically, as in this picture, the new aircraft will take-off and land like a helicopter. The V.T.O.L. has been built as a "flying test-bed," or research aircraft, by the Vertol Aircraft Corporation of Morton, Pennsylvania, for the United States Army and the U.S. Office of Naval Research.

FOR LEVEL FLIGHT: When the rotor-propellers of the V.T.O.L. are tilted horizontally, the machine will fly like an ordinary fixed-wing type. The aircraft is powered by a single jet engine which is geared to the two airscrews. When the machine is flying as a helicopter, forward thrust comes from the prominent jet exhaust (over the national markings). Vertol (formerly Piasecki) have had much experience in designing and manufacturing helicopters since the end of the war.

A NEW-TYPE CONVERTIPLANE

"Tilting Wings" Make Their Debut in America

In the spring of 1956 it was announced that a contract had been awarded to the Vertol Aircraft Corporation by the United States Army and the Office of Naval Research for the design of a jet-powered, tilting-wing, vertical take-off and landing (V.T.O.L.) research aircraft. The announcement of this contract was made only a few months after the expansion of Vertol's research and development activities and their reorganisation into a single department for preliminary design and research.

Vertol have used the "flying test-bed" method of developing their V.T.O.L. aircraft. This has resulted in a "Heath-Robinson" appearance, but has enabled them to have a relatively inexpensive machine ready for air-testing in a much shorter space of time than it would take to construct and design a normal prototype.

The Vertol V.T.O.L. is powered by a single jet engine geared to the two rotor-propellers, which are mounted on the movable wings. With the wing in the vertical position the rotor airscrews provide vertical lift as in a helicopter. For cruising and high-speed flight the wing is in the normal horizontal position with the wing providing the lift and the rotor airscrews the forward thrust. A smooth transition from vertical lift to forward flight is accomplished by tilting the wing/airscrew combination forward.

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EASTER YACHT-RACING AT BURNHAM-ON-CROUCH, ESSEX: Taking part in the Dragon Class race held on Saturday of the Easter week-end are, left to right, Mr. P. Dyas's *Viking* which came first, and Mr. J. Sulman's *Troll* (second). Races were held on three consecutive days under the flag of the Royal Burnham Club; the events were blessed with good yachting weather.

YACHTING ON THE CROUCH

The New Racing Season Opens at Burnham

Royal Burnham Yacht Club had an excellent response in the races sailed under their flag during the Easter week-end. It was a three-day event with many yachtsmen entering races every day. Competition was extremely keen and the weather favourable for good yachting. This was particularly true of Easter Monday, the last day of the holiday, when everyone was keen to avenge past defeats and end victorious. A light easterly breeze made it a day for the light-weather boats—it meant that the result of each race was in doubt until the yachts were making home up-river.

Races were held for many classes of yacht; the East Coast One Design Class, Royal Corinthian O.D., Royal Burnham O.D., Hornets, Merlins and United Hospitals Class. Three matches for international Dragon yachts were also held.

RUNNING REPAIRS: Mr. Dick Pitcher (right) splices a rope before the racing began.

DRESSED OVERALL: Miss Wendy Williams (left) and Miss Heather Kyd at Burnham.

A PEACEFUL YACHTING SCENE: Competitors in the Royal Burnham One Design Class sail down the River Crouch with sunlight sparkling on the water. Eight competitors took part in this race on Saturday, the first day of the racing at Burnham.

RACING WITH WELL-FILLED SAILS : The Royal Corinthian Yacht Club's Hornet Class race in progress. The nearest yacht is *Jack Sprat*, owned by Mr. A. Welch ; No. 192 is Mr. R. H. Webster's [illegible]; thirteen yachts were racing. An easterly breeze provided good sailing conditions.

BURNHAM YACHTING PERSONALITIES : Smiling in the sunshine are Miss Julia Stevens, Mr. F. J. Pitcher, the Commodore of the Royal Burnham Club, Mr. M. B. Robur and Mr. A. L. W. Stevens, the Vice-Commodore.

EASTER YACHTING : Mr. H. L. V. Hall and his wife with Mrs. J. Leith. On the last day of the meeting a light easterly wind made the outcome of each race in doubt until the yachts were sailing home up-river.

INTREPID YACHTSMEN : *Finale*, owned by O. J. Lee, during the Royal Corinthian Club Hornets Class race. The yacht came third on the Saturday, but achieved second place on Easter Monday.

KEEN COMPETITORS : Left to right—Mr. N. F. Wilkinson, who was third in *Whimbrel* in the Royal Burnham One Design race ; Mrs. Shirley Bird and Mr. C. A. S. Cooper, who sailed *Aquamarine* in the same race.

A HAPPY CREW : Left to right—Mr. R. R. A. Bratt and Mrs. and Mr. J. M. Gaffney, of the *Coryphee*, of the Royal Corinthian One Design Class.

AN R.A.F. UNIT COMES TO ST. KILDA: A landing-craft lies offshore with R.A.F. personnel and equipment for the initial stages in the construction of a radar plotting station. This will be a vital part of the much-discussed guided missile range to be set up in the Outer Hebrides some 45 miles east of the St. Kilda group of uninhabited islands. Without an isolated outpost for plotting the course of the missiles to be fired from the Hebrides range, this scheme would not be practicable.

THE R.A.F. "INVADES" ST. KILDA

First Steps in the Construction of Radar Stations for the New Hebrides Rocket Range

The isolated group of St. Kilda islands, a recent acquisition of the National Trust for Scotland and one of the three Nature Reserves created last month, has acquired a new and perhaps vital importance because of the much-discussed scheme to establish a guided missile range in the Outer Hebrides. The islands, some 45 miles west of the Outer Hebrides in a little-used sea area, have been described as "a critical feature" of the rocket range scheme. From here the course of missiles launched from the Uist range will be tracked and plotted. It is expected that the work on St. Kilda will be completed by 1960.

The St. Kilda group of islands, for centuries in the possession of the Clan MacLeod, last year became the property of the National Trust for Scotland under the will of the 5th Marquis of Bute; by friendly arrangement the Nature Conservancy will lease the islands and provide a warden to protect wild life. Government protection will be given also to the archæological features, and security arrangements will not prevent access for visitors.

St. Kilda has been uninhabited since 1930 when the entire population of thirty-five was evacuated to the mainland. The name probably derives from the Columban era. There are Stone Age remains in several places, such as the circular *cleits*, or storehouses. Examples of them can be seen in the picture below, behind the ruined cottages of comparatively modern times.

The islands are noted for their colonies of sea birds. Among them is what is believed to be the world's largest community of gannets (estimated at 17,000 pairs). Puffins on St. Kilda number hundreds of thousands. If present Conservancy experiments are successful, a bird observatory may be established.

DISEMBARKING STORES: The landing-party forms a chain to handle equipment from the landing-craft on the heavily-bouldered beach of the main island of St. Kilda which gives the group its name.

A STROLL DOWN THE "HIGH STREET": Men of the R.A.F. advance party take a walk past the deserted crofters' cottages of one of the remotest parts of the British Isles. St. Kilda has been without human habitants since 1930, when the people were evacuated to the mainland.

SETTING FOR THE OPENING OF THE THREE-DAY BADMINTON HORSE TRIALS : This general view, taken on the first day of the trials, shows the Dressage in progress on the lawn in front of Badminton House, the home of the Duke of Beaufort. The Queen and other members of the Royal Family were again present this year, and they stayed at Badminton House as the guests of the Duke. They watched some of the Dressage events from a large marquee which had been erected close to the house, and also made a tour of the steeplechase course. The horse trials were first held at Badminton in 1949. Since then they have become an important event in the British Equestrian calendar. Among the many horses entered for the trials this year were several from Ireland and one from Norway.

HORSE TRIALS AT BADMINTON

The Queen and Other Members of the Royal Family Attend the Annual Three-Day Event

THE ROYAL FAMILY AT THE HORSE TRIALS : The Queen is accompanied at Badminton by her host, the Duke of Beaufort. Walking in the background is the Queen Mother. *On right*—Princess Margaret and Lady Caroline Somerset are seen during a tour of the course. Prince Philip, Duke of Edinburgh, and the Princess Royal were also present at the trials.

ROYAL DAYS

The Queen and Prince Philip Tour Worcestershire, Herefordshire and the Forest of Dean

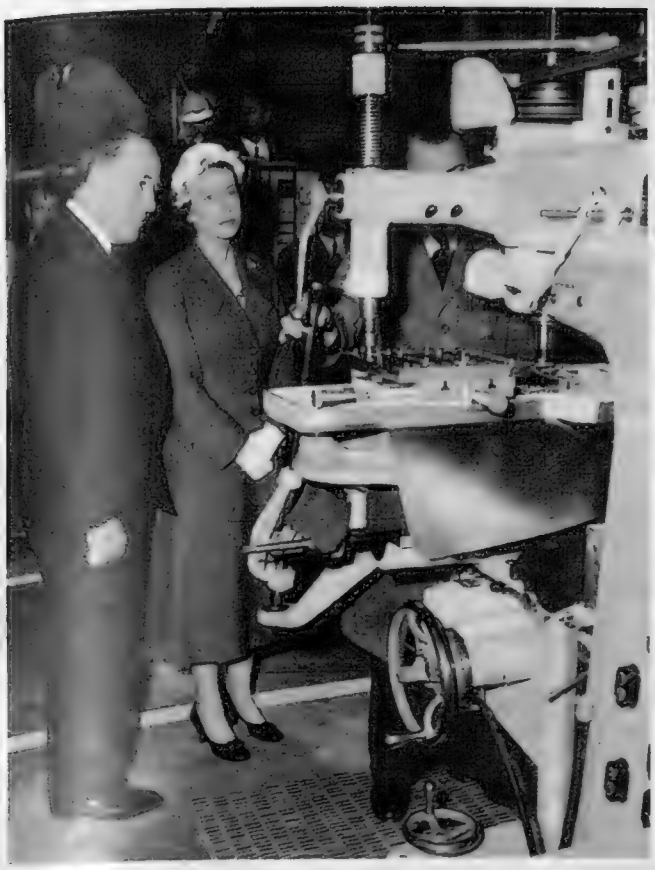
During their two-day tour of the West Midlands last week the Queen and Prince Philip, Duke of Edinburgh, visited many parts of Worcestershire and Herefordshire before going on to Badminton. Their first call was at Hagley, where the Lord-Lieutenant was waiting to greet them prior to a drive through the countryside to visit an iron forge at Halesowen. The rest of the first day was then spent in calls at various towns, culminating in the evening with the arrival at Worcester, where the Royal visitors attended a reception at the Guildhall. The arrival at Worcester had followed a call at Kidderminster, where the Queen and the Prince had received a gift of carpets. One of their first engagements on the second day was to visit the Worcestershire County Cricket Ground, where Her Majesty inspected a guard of honour of The Queen's Own Warwickshire and Worcestershire Yeomanry. Later, the Queen and her husband drove to Malvern, where they were met by the Minister of Supply for their tour of the College of Electronics and the Radar Research Establishments. Subsequent visits were paid to several parts of Herefordshire, including the county town.

THE QUEEN AND PRINCE PHILIP, DUKE OF EDINBURGH, IN WORCESTERSHIRE: *Left*—Her Majesty is welcomed by Admiral Sir William Tennant, the Lord-Lieutenant for the county, on her arrival at Hagley Station at the start of the two-day tour of the West Midlands. *Right*—The Royal visitors are conducted on a tour of the machine shops at the iron forge of Walter Somers Limited, at Halesowen.

INSPECTING GLASSWARE: The Queen is being shown various types of glasses at the Royal Brierley crystal works at Brierley Hill. There was also an exhibition of glass at Stourbridge.

CHEERS FROM THE CHILDREN AT DUDLEY: The Queen, accompanied by the Mayor, Councillor S. Danks, and followed by Prince Philip, waves in acknowledgment to the welcome of the children during her call at Dudley. The Mayor and Corporation of Dudley entertained the Queen and Prince Philip at luncheon in the Council House.

A MOMENT TO REMEMBER FOR STOURBRIDGE: The people of this Worcestershire town cheer and wave as the Queen and Prince Philip drive past in a Land-Rover. Members of youth organisations line the way. At Stourbridge Council House the Royal visitors were met by the Mayor, Alderman H. S. Walker. *On right*—A schoolgirl presents the Queen with a bouquet at Rowley Regis, where the Royal visitors were welcomed by the Mayor, Alderman Samuel Walker.



AT MALVERN ON THE SECOND DAY OF THE ROYAL TOUR: The Queen is inspecting apparatus at the Radar Research Establishment, which has now had the prefix "Royal" added to its name. Strict security measures were put in force during the visit.

IN THE CATTLE MARKET AT HEREFORD: The Queen and Prince Philip are seen as they walk past some of the cattle which were put on show for the Royal visit. Sheep were also included in the show. The Royal visitors also called at the Cathedral.

On [illegible]
A BOU[illegible] FOR THE QUEEN AT LEDBURY, HEREFORDSHIRE: It is being presented by seven-year-old Marie Soley when the Royal visitors called at the town to visit the Market House.

Below
A WA[illegible]M THE QUEEN: She is acknowledging the welcome from a huge crowd assembled near the Market House at Ledbury. On their arrival in Herefordshire the Queen and the Prince were met by the Lord-Lieutenant, Sir Richard Cotterell, Bt.

ROYAL SPLENDOUR AT WORCESTER: Her Majesty leaves the Guildhall after attending a reception given by the Mayor, Alderman B. Brotherton, and the Chairman of the Worcestershire County Council, Mr. R. R. Adam. Mr. G. R. Ward, M.P., Secretary of State for Air, and the Lord-Lieutenant were also present at the reception.

A COUNTRYMAN'S JOURNAL

By VICTOR BONHAM-CARTER

An Inland Waterway.—Just over two years ago the House of Commons rejected a proposal by the British Transport Commission to close the Kennet and Avon Canal. A great deal of feeling was aroused at the time. It was largely due to the mobilisation of opinion by the Inland Waterways Association and other canal interests that Parliament acted in the way it did.

Meanwhile two years have gone by and the present position is a deadlock. All parties are awaiting the report of the Bowes Committee on Inland Waterways, due next November, when it is hoped that the problem of this and other neglected canals will be finally settled. But it is by no means certain that the report will appear on time, and even if the decision favours restoration, it may be much longer before anything practical is done. So it is fitting to recapitulate the main facts.

The Kennet and Avon Canal was first opened through its entire length of 75 miles in 1810. It is a wide canal connecting the Thames at Reading with the Avon at Bath, thus affording direct water passage between London and Bristol. It is a well-built canal, designed by John Rennie of Old Waterloo Bridge fame, and it prospered until purchased by the Great Western Railway in 1852.

What followed then is only too familiar. As the canal competed with the railway, it was not only shamefully neglected but systematically ruined by various devices. For example, the Royal Commission of 1906 reported that the tolls were 50 per cent. higher than on any comparable waterway in the country. Week-end navigation (beginning on Friday evening) was prohibited, so that a main commercial advantage of canal carrying—continuity of operation—was made impossible, as well as almost all pleasure boating. And there was a rule against fires in moored boats, which literally as well as figuratively froze out the boatman!

Apart from this, the statutory obligation of good maintenance was largely ignored; a particular atrocity being the use of soft wood instead of hard wood to mend and renew lock gates. In consequence, the Kennet and Avon carried almost no traffic before nationalisation; but, as is clear, this was not due to technical obsolescence.

None the less, if one had the money and the muscle and the time, if one avoided week-ends and put on a lot of clothes in the evenings, one could, with difficulty, get through. And several boats did get through right up to 1948.

The Position Now.—At present the canal is deteriorating fast, owing to the encroachments of Nature and the accumulating effect of years of neglect. To this must be added the depredations of hooligans to some of the locks. Just to wait for official action will almost certainly mean that this magnificent waterway will be lost.

Is there truly a future to the Kennet and Avon? Statistics provided by the Inland Waterways Association show that traders are eager to use the canal if they could, and it is calculated that the minimum annual income would easily surpass the £50,000 needed to keep the waterway in repair. Before then, of course, there must be a major reconstruction. But it is likely that the whole job would cost much less than £1,000,000, or the equivalent of 3 to 4 miles of new motorway. The figures speak for themselves. Canals are a national asset with great potential value in mastering the transport problems in our overcrowded, traffic-bound country. The nation should, in its own interest, shoulder this responsibility.

Hugh Turner.—Mention of the Newbury district brings me to Hugh Turner, one of the fast diminishing race of independent newspaper proprietors, who died two months ago. He was editor of that excellent journal, the *Newbury Weekly News*, founded by his father in 1867 and edited by him until 1924. His son took over in 1929. Hugh Turner was a country journalist of the best type. Born and brought up in Newbury, with his family business and most of his interests there, he knew everybody and everything that went on. Although keen on politics, he never took sides, and his paper was strictly impartial in all controversial matters. None the less, he did not shirk criticism when he felt it to be necessary. A pillar of town institutions, he mixed local patriotism with a great love for France, especially the Riviera, where he spent his holidays nearly every year.

What endeared Turner to me was his interest in local history, and willingness to give serious subjects considerable space in his columns. Most months there would be an article by someone on the work of the archæological society, or reminiscences of the past, or even a straight historical study. One of the first commissions he ever gave me was a series of twelve portraits of rural authors, fees paid in advance. That was generous. He knew I needed the money, and did not take the high line that it was "an honour to appear in print."

Hunting Red Deer.—Now that the frenzy aroused by the drowning of a hind by hounds in the River Barle has died down, it is possible to review this incident and all its ramifications in an atmosphere of reason. And reason is vital in an issue of this sort. First, let me say that I hold a halfway position in this matter. I do not hunt, myself, but I farm on the edge of Exmoor, and I am well acquainted with the arguments of both sides. If I have any prejudice at all, it is because on two occasions in the past I have had to complain to the masters of both foxhounds and staghounds, on account of their followers charging through the farm, leaving gates open and doing minor damage. But that was a matter of good manners.

What happened on this occasion? A hind that was being chased took to the water, and was drowned by the hounds jumping on top of it and submerging it. Death was probably instantaneous. The incident was exceptional, since normally the hind or stag turns at bay, and keeps the hounds off with its hooves or antlers. The beast is then shot dead by the huntsman. It is very rare that the hounds actually kill a deer. They are always called off by the huntsman, for the good reason that the hounds are much more likely to be hurt than the deer, if they try to come to grips.

As is well known, the drowning was reported as a horrifying piece of cruelty, and this became a seven-day wonder in the national Press. The sequel was interesting. Hotels at Dulverton were immediately crowded with reporters who attended the next meet, some on horseback which they seemed to enjoy, others in cars or on foot. A few stayed longer to watch the hounds on subsequent occasions. Most of the papers carried sober accounts of what then took place; indeed there was nothing sensational to report except the antics of some fanatical demonstrators. At a Press conference called afterwards, it was clear that no one with an open mind had any real complaint.

The Real Issues.—Quite the most dispassionate study of all the issues involved is the *Report of the Committee on Cruelty to Wild Animals*, published by the Stationery Office. This Committee was appointed by the Home Secretary (then Mr. J. Chuter Ede) following a Motion in the 1948-49 session of Parliament. This Report should be read in full—it is well written—by all who honestly wish to ascertain the facts.

There is little doubt about the findings of this Committee. On the grounds of cruelty, they do not consider that hunting causes *unnecessary* cruelty; certainly no more than that involved in control of deer by other means, e.g., by shooting, or even in the way that most animals die in natural conditions—by disease, starvation, parasites or other natural enemies. The trouble is that there is a fundamental misconception of the feelings of animals, some of which are popularly endowed with human attributes. This is sentiment, not fact: the product of children's stories and picture strips; and it is significant that while there is great sympathy for the rabbit, there is none for the rat.

The charge of sadism is also groundless. While most people enjoy the excitement and skill of hunting or shooting, no one enjoys pain. And all sportsmen I have ever met have strict rules about killing.

But there is more to this subject than fine feelings. Some people think that blood sports in general, and hunting in particular, are the preserve of the idle rich. The British Field Sports Society has produced statistics which controvert this assumption. But I personally am not specially interested in the veracity or otherwise of figures of this kind. I know from first hand that the majority of followers of hunting on Exmoor are farmers and ordinary countrymen, and many townsmen, too, who do not throw their money about. There is a minority of better-off people, but so there are in many other sports which have nothing to do with wild animals. To my mind this is an indefensible attitude, a mixture of class prejudice and—let us be frank—of town ignorance and hostility towards the country, latent in our society.

I think that the validity of an opinion can often be judged by the character of the person who holds it. In illustration of this, I quote here a postcard, anonymous of course, sent to a neighbour of mine who follows the hounds. It was one of many similar communications:

"*People who find pleasure in hunting animals are a set of cowardly, ill-bred, sadistic swine and should be sent to prison.*"

Judge for yourself.

THE DETERIORATION OF THE KENNET AND AVON CANAL: *Left*—In the picture taken about seven years ago, a pair of barges are entering Bull Lock, near Newbury. The stream is clear and navigable. *Right*—The state of the same lock a few months ago. Weeds and slime are choking the water. Beams and the tops of heel posts have been broken. The damage was done by hooligans. A proposal to close the 75-mile-long canal, which was opened nearly 150 years ago, was rejected by Parliament in 1955 as a result of the pressure of public opinion. But its future must presumably depend on the deliberations of the Bowes Committee on Inland Waterways, which is due to report next November.

NEARLY COMPLETED SECTION OF THE NEW EASTERN APPROACH ROAD WHICH WILL LINK REBUILT PLYMOUTH WITH THE MAIN ROUTE TO EXETER: In the background are the spire and roofless walls of Charles Church, adjoining Ebrington Street, which is to be preserved in the shell-like state to which it was reduced by wartime bombing. The Eastern Approach Road will be looped in a roundabout encircling the church. It will thus stand out as a striking reminder of the sufferings of Plymouth from German bombers. The highway is due to be completed early next year, and will carry traffic from the main Exeter road direct to the Royal Parade, one of the two main thoroughfares of the rebuilt city centre. A feature of the new road will be a flyover and bridge which will link it with the main Exeter road just above the coach station. The main contractors for the scheme are Messrs. James Miller and Son, of Edinburgh. Plans for the reconstruction of Plymouth were made while the city was still under enemy bombardment.

PLYMOUTH MARCHES ON

The New Eastern Approach Road to the City Centre Takes Shape

WORK IN PROGRESS: A mobile crane operates near Charles Church. *On left*—Preparations are made to lay the Eastern Approach Road through the rubble of bombed houses in the foreground.

THE LAST DAYS OF H.M.S. "AMETHYST": The Royal Navy frigate which ran the Communist gauntlet in the Yangtse in 1949 is seen in the breakers' yard in Sutton Pool, Plymouth, after the removal of her bows. At the time of her dash down the Yangtse she was commanded by Lieut.-Commander J. S. Kerans, R.N. He had taken over from Lieut.-Commander B. M. Skinner, R.N., who died from wounds received in the fighting in April, 1949.

THE END OF A PROUD RECORD

H.M.S. "Amethyst," of the Yangtse Incident, is Being Broken Up at Plymouth

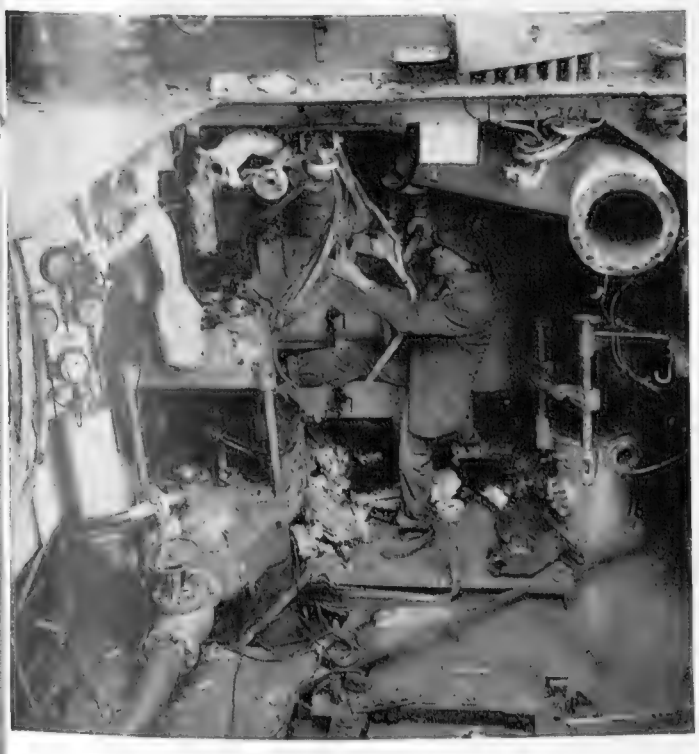
Amethyst, which ran the Communist gauntlet in the Yangtse River in 1949, is now nearing the end of her days in a ship-breakers' yard in Plymouth. She finished her service with the Royal Navy earlier this year, fourteen years after being completed, having been in the Reserve Fleet since 1952 after returning from a spell of duty in the Far East. Her final act before going to the breakers' yard was to relive the action of the Yangtse incident in the film version of the story which had thrilled the world. The epic story of the *Amethyst*, it will be recalled, began in April 1949, when she was standing by with other ships of the Far Eastern Station in case British and Commonwealth nationals had to be evacuated from China. She sailed from Shanghai to relieve H.M.S. *Consort*, stationed at Nanking, then beleaguered by the Communists. When *Amethyst* reached a point on the Yangtse River, some 60 miles from Nanking, she came under heavy fire from the Communist-held north bank, sustained considerable damage and casualties, and eventually grounded. Other ships were sent to her aid, and the *Amethyst* was refloated and taken to shelter in a creek.

For more than three months she was refused a safe conduct by the local Communist military authorities, and then, on the night of July 30, her cable was slipped and her seven-hour dash to freedom began. Lieut.-Commander Kerans had to rely entirely on his own navigation and, in addition, he had to proceed at full speed to reach the river mouth, 140 miles away, before light. As soon as the men ashore saw that the ship was under way, they opened with intense fire, but the *Amethyst* took station astern of a river steamer and went on her way despite her new damage. A Communist gunboat intervened but was sunk by the guns ashore. Off heavily-defended Kiangyin, *Amethyst* again came under fire before making a bold dash for the boom stretched across the river, made up by sunken boats, with a narrow channel through marked by white buoys. This was the most difficult part of the river and she went ahead until making contact with H.M.S. *Concord*, which was waiting for her just off the mouth of the river. The last signal from *Amethyst* then read: "Have rejoined the Fleet. No damage or casualties. God save the King."

HIGH AND DRY: The partly demolished shell of H.M.S. *Amethyst* dwarfs a number of small craft in the ship-breakers' yard at Plymouth, in South Devon. She displaced 1,375 tons, and had an overall length of 299½ ft. The ship created a sensation throughout the world when she made her amazing dash down the Yangtse River from a Communist trap in 1949.

On left—
DISMANTLING THE SUPERSTRUCTURE: A worker begins to cut through the funnel of the famous vessel at Sutton Pool. In the background is part of *Amethyst's* mast.

Below—
PULLING OUT THE INTERIOR: A section of the complicated system of pipes and wires is being dismantled. After the Yangtse incident in 1949 the ship had to undergo considerable repairs.



SOME OF THE SHIP'S FITTINGS HAULED FROM BELOW: They are piled near a gaping hole in the deck and side, alongside a derrick. Before going to the breakers' yard *Amethyst* took part in the filming of the *Yangtse Incident*, the screen version of the ship's epic story. She had been in Reserve since 1952.

MOUNT ETNA ERUPTS AGAIN: A view over a vast lava field on the slopes of Mount Etna, in Sicily, between the main crater and the north-east crater. In the foreground old lava rocks can be seen as a steaming stream of boiling lava rolls down the incline. Mount Etna is Europe's highest and most feared volcano. Volcanologists have said that the latest eruption, which began on April 20, accompanied by earth tremors which shook Catania, is threatening to be the worst since 1950. In that year lava poured down into the orchards of villages five miles away from the volcano.

THREATS TO LIFE

Etna Erupts Again and a Dump Collapses in the U.S.

A MILLION-TON "LANDSLIDE": More than a million tons of coal-mine refuse, known as "slag" in this country, recently blocked a road, a creek and a branch railway line in Eastern Ohio. The mining town of Florence was virtually isolated as a result of this until a bulldozer was able to force a path through the spread-out refuse. The pile, 700 ft. long and 40 ft. high, moved at the rate of 1 ft. a minute.

On left—

THE BLOCKED RAIL TRACKS: Sightseers look at the pile of mine refuse which cut off supplies to the town of Florence, in Ohio. The tracks at this point were buried under 40 ft. of the refuse and about 125 miners were out of work until the area was cleared for freight trains.

CAREERS FOR GRADUATES

The Impact of Industry's Effort to Capture a Large Share of Each Annual Output of Graduates has been Formidable

By J. G. W. DAVIES

(*Secretary, University of Cambridge Appointments Board*)

IN 1957 there are nearly twice as many University students as in 1938, an item of statistics which has been brought home to many post-war employers as sharply as the rate of taxation. The first to feel keenly the painful effects of this development was the largest and most powerful section of employers—manufacturing industry. Faced with the need to expand rapidly, to adopt new techniques, to intensify research, to improve the quality of day-to-day management—all of them developments calling for men with brains and resource—they found themselves legislated out of their traditional supply of talent by the applications of the Education Act of 1944.

Before the war the direct entry to industry from the schools included a proportion of really able and talented youngsters, well-equipped to rise to the highest positions, whether as executives or as expert technical specialists. Now those boys are apt to win places at the University, where they may or may not decide to follow an industrial career. Young Jones, who in 1938 would have taken up an apprenticeship in a local engineering firm after getting his Higher Schools Certificate, is now following his G.C.E. (Advanced level) with a degree which could as likely be in mathematics or physics as in engineering. Robinson, who in the old days might have begun in the office and made his way to be sales manager or senior accountant, is off to Oxbridge or Newlingham or whatever university it may be, to read history or economics for three years and thus to widen his ideas beyond the range of local industry.

The development of the post-war labour market for graduates is the story of the industry's attempt to win back Jones and Robinson and to round-up with them many other young men with brains and ability, capable of coping with automation, computers, work study, market research, new metals and materials, "human relations"—all those complexities which were once the privilege of a few progressive leaders, but which must now be incorporated in every industrial concern that wants to keep its place.

The impact of industry's effort to capture a large share of each annual output of graduates has been formidable. It has completely altered the traditional shape of the "market"—i.e., the distribution between professions and occupations of appointments for which graduates are being sought. In numerical terms, industry is now the predominating bidder, which would have been surprising twenty years ago, even when only half the present number of graduates was available.

Openings available and openings filled, however, are not quite the same thing. Industry's acquisitions from the output of the universities has not been proportionate to the market it has created. There are several reasons for this state of affairs. First, expanded demand in industry does not mean that demand has declined in other quarters of the economy. Indeed, there are new services and occupations in which industry's expansion has not been in some measure reflected. Governmental effort has not abated.

Places in the Administrative Class of the Civil Service are nearly twice as numerous as in 1930: the Scientific Civil Service is a post-war creation competing with industry for man-power: in the Colonies, though important territories have passed completely into the hands of indigenous governments, the machinery of officialdom in those that remain has been developed at a rate which far exceeds the capacity of local talent to meet its needs, so that there are now more vacancies in the Oversea Civil Service than there were in 1938. In Britain educational effort (and therefore the demand for teachers) has been intensified and must be intensified still further to give effect to plans for better technological training.

Secondly, industry's principal need is for the graduate who has read a scientific or technological subject. P.E.P.'s recently-published survey on Graduate Employment shows that industry takes four of these for every Arts recruit. And there can be no doubt that, if the men were available, the ratio would be nearer six or seven to one. But, although university science and engineering departments have grown considerably since the war, the undergraduate population remains about equally divided between Arts and Science. Moreover, the scientific half includes a substantial block of medical students who will never see the inside of a factory or office.

Thirdly, women students form an appreciable part of the enlarged university population and, on the whole, women recruits have not found favour in industry. This is partly because the number of women taking degrees in the physical sciences or in engineering is highly restricted. But conservatism also plays its part, the feeling that no woman can run a factory department effectively nor compete with a man in the laboratory. In extenuation of industry's policy it must be admitted that in these days, when early marriages are fashionable, employers who have experimented with the recruitment of women have often lost their most promising juniors just as their introductory training has been completed.

The result is that most industrial employers have fallen far short of their target, not only in terms of numbers, but also of quality. They have been constrained to accept technical graduates who may not have it in them either to initiate the advances on which their future success depends or to wield the authority vested in important managerial duties. And to add to their frustration in these respects, they have had to grapple with other difficulties. Recruiting from the universities has developed into an expensive and highly competitive technique in which a new move by one large firm must be matched by a corresponding "gimmick" on the part of the others. Rounds of visits, the cultivation of influential contacts, carefully planned advertising, the issue of tempting literature, special vacation courses, are all accepted features in the game. Moreover, the introduction of graduates to the ways of industry calls for special arrangements and a subtler psychological approach than the training of apprentices.

Apprentices straight from school can be put through the mill with impunity. Their estimate of their own knowledge is modest and they find it relatively easy to pass from the discipline and uniformity which must be imposed by a school or by a unit of the Forces to the discipline of industrial life. For the graduate this transition is not so painless. British universities have developed a culture which seeks to compensate for the tendencies in the public school system which made for the production of a "type." Students manage their own time. They are completely free to accept or to keep clear of community responsibilities, to develop individuality and to give free rein to their personalities. They are trained to criticise and not to keep their mouths shut. They may learn to attach importance to values which are not given much prominence in industry.

It is precisely these experiences which may in the end make them more valuable to industry than the apprentice, but initially there are problems of adjustment which call for patience on the part of those who have to train them. And, with the market as it is, a man who becomes disgruntled with the way his employer handles him can easily resign and work elsewhere.

None of these drawbacks, however, has deterred industry from building up its effort to recruit graduates. Indeed, one graduate in three takes up an industrial appointment when he leaves the university. Let us now consider, first, how far the growth of this industrial market has affected other occupations which depend on a graduate intake; secondly, if industry's campaign has fallen short of its objectives, what steps it is taking to secure the talent it needs.

When the first of these points is examined, we must remember that what we are comparing is the present university output with the pre-war university output plus the good material in the grammar and public schools which never went to the universities then, but tends to do so now. We spoke of industry winning back Jones and Robinson, and this process literally accounts for one important part of industry's acquisitions from the universities. To this extent industry is maintaining the *status quo* rather than raiding new labour sources.

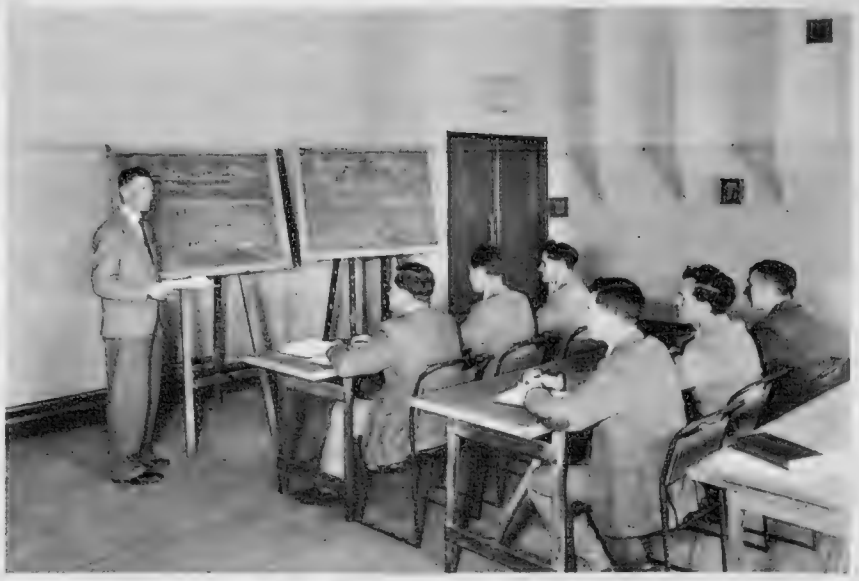
How have the other competitors for graduate scientists and technicians fared in the fight? The medical schools have remained well-stocked and have indeed somewhat over-produced doctors. Vulcan has seduced few worshippers from Aesculapius. Nor does it seem likely that agriculture and architecture have been much affected. Partly by offering opportunities for high-level work, partly by giving deferment from National Service, partly by flexible recruiting methods, the Government's effort to man scientific research has held its own with industry's. And the universities themselves have successfully retained a share of the available talent which, though numerically small, represents the prime cut of the joint. It is significant, however, that engineering departments, which, unlike science departments, let their products go into industry to finish their training, are meeting with mounting difficulties in maintaining the standards of their teaching staff. And Government services, such as the Patent Office and the Factory

(*Continued on following page*)

A VACATION COURSE FOR UNIVERSITY STUDENTS: A senior technologist at the Shell Chemical Plant of the Stanlow Refinery at Ellesmere Port, Cheshire, accompanies science students on a tour of the site during a technical training course.

IN THE LABORATORY: Work is in progress in part of the Analytical Laboratory at the Corby Works of Stewarts and Lloyds Limited, tubemakers, and *on right*, at the Research Laboratory of the Plastics Division of I.C.I.

IN CONFERENCE: G. Harper (fourth from left), a management trainee and account manager for Rinso at Lintas Ltd., attends a discussion called by the Account Executive for account managers.



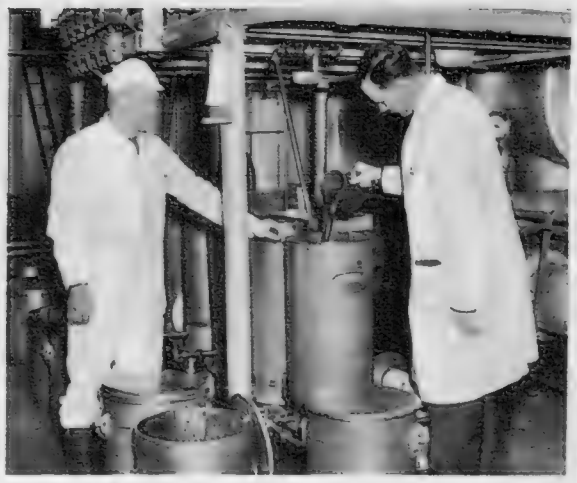
TRAINING IN ENGINEERING: Graduates in training with the British Thomson-Houston Company Ltd. attend a lecture during an advanced engineering course at Rugby.

CAREERS FOR GRADUATES

(*Continued from previous page*)

Inspectorate, which do not offer advanced research, are almost destitute of young graduate scientists.

In one quarter of the market for scientists, however, industry has achieved conspicuous gains—and in so doing has threatened the foundation of its own future. The number of men choosing to teach science and mathematics in schools has dwindled alarmingly. Anxiety has been expressed not only about a shortage in quantity, but a mediocrity of quality. It is in the schools that an enthusiasm for science is created and the foundations of competence laid down. If the job is badly done, will industry ever get its technical recruits properly equipped?



A STAGE IN TRAINING: Watched by a chargehand, J. N. Davis, a management trainee, is at work in the blending department of T. Wall and Sons' ice-cream factory.

A SENIOR APPRENTICE: He is at work in the Development Laboratory at the Coventry works of British Thomson-Houston. During their training graduates are introduced to many aspects of the engineering industry.

Into the Arts intake to teaching, industry has made negligible inroads. It has not been suggested that either the quality or quantity of schoolmasters teaching Arts subjects has been much affected by the attractions of business. But Government services have not escaped so lightly. The Oversea Civil Service (the old Colonial Service) has unquestionably lost to business, especially those offering lucrative work overseas, some of the good men on whose interest they could have relied in pre-war days. The Home Civil Service, once serene in the enjoyment of a large margin of acceptable candidates, now announces in rather injured tones that for two years it has not filled all its places in the Administrative Class and sets about an energetic drive to regain its pre-eminence. Here, however, industry is not the only culprit. The universities, which dispose of many more post-graduate research places than of old, have retained in academic exercises some of the best brains which would have looked to Whitehall in the past.

In spite of the plaintive cries raised by the self-employed, graduates do not hesitate to qualify as solicitors or accountants if they can afford to be articled. One would be surprised if the present graduate entry to these professions compared unfavourably with the pre-war entry. But many will aim, when they are qualified and experienced, at salaried appointments in business or in public bodies rather than at permanent private practice. At the Bar, keener competition, more limited rewards, reduced private litigation, higher expenses and the difficulties of financing the early years in chambers, have all had their effect. Industry must undoubtedly have in its ranks graduates who might have made their way as barristers in the past.

IN THE DEVELOPMENT DEPARTMENT OF THE AUSTIN MOTOR COMPANY: A post-graduate apprentice is seen at the control panel of the gas turbine test rig while carrying out an efficiency test at Longbridge, Birmingham.

Little has been heard of the influence exerted on recruiting to commerce and finance by industry's interest in the Arts graduate. Have the manufacturing, extractive and constructional units of the economy preyed on its distributing and merchanting side or on its financial services (banking, insurance, the Stock Exchange, etc.), where there has always been an important, if numerically small, minority of graduates? Not, perhaps, to a menacing extent. But two trends must have caught the attention of all university Appointments Boards.

First, there has been reluctance to enter the merchanting firms whose activities are centred on India, the Far East, the Near East and West Africa—firms which did so much in the past 150 years to expand the British economy and which are still the vital elements in its health. Secondly, the great banks and insurance companies which, like industry, relied traditionally on a plentiful supply of first-rate talent from the schools, have had to turn to the universities for an organised intake of graduates. On the whole, they have not competed successfully. There are real difficulties in making their introductory training as varied and interesting as that of an industrial concern. But one cannot escape the impression that these institutions are stiffer in the joints, less flexible in outlook and not as ready as industry to show real ingenuity and imagination in capturing and retaining the interest of the young graduate recruit.

It seems fair to conclude that industry's effort in the universities has had very far-reaching effects, even if its powers as a competitor vary considerably from one occupation to another. On the other hand, industry cannot rest satisfied with the outcome of graduate recruitment, particularly of scientific recruitment, and a continuation of the *status quo* cannot be expected. Many employers are coming to realise that, however intensive their campaigns for recruits in the universities and however interesting and lucrative the work they offer, they cannot bank on securing a decisive lead over their rivals. What new measures, then, can we foresee?

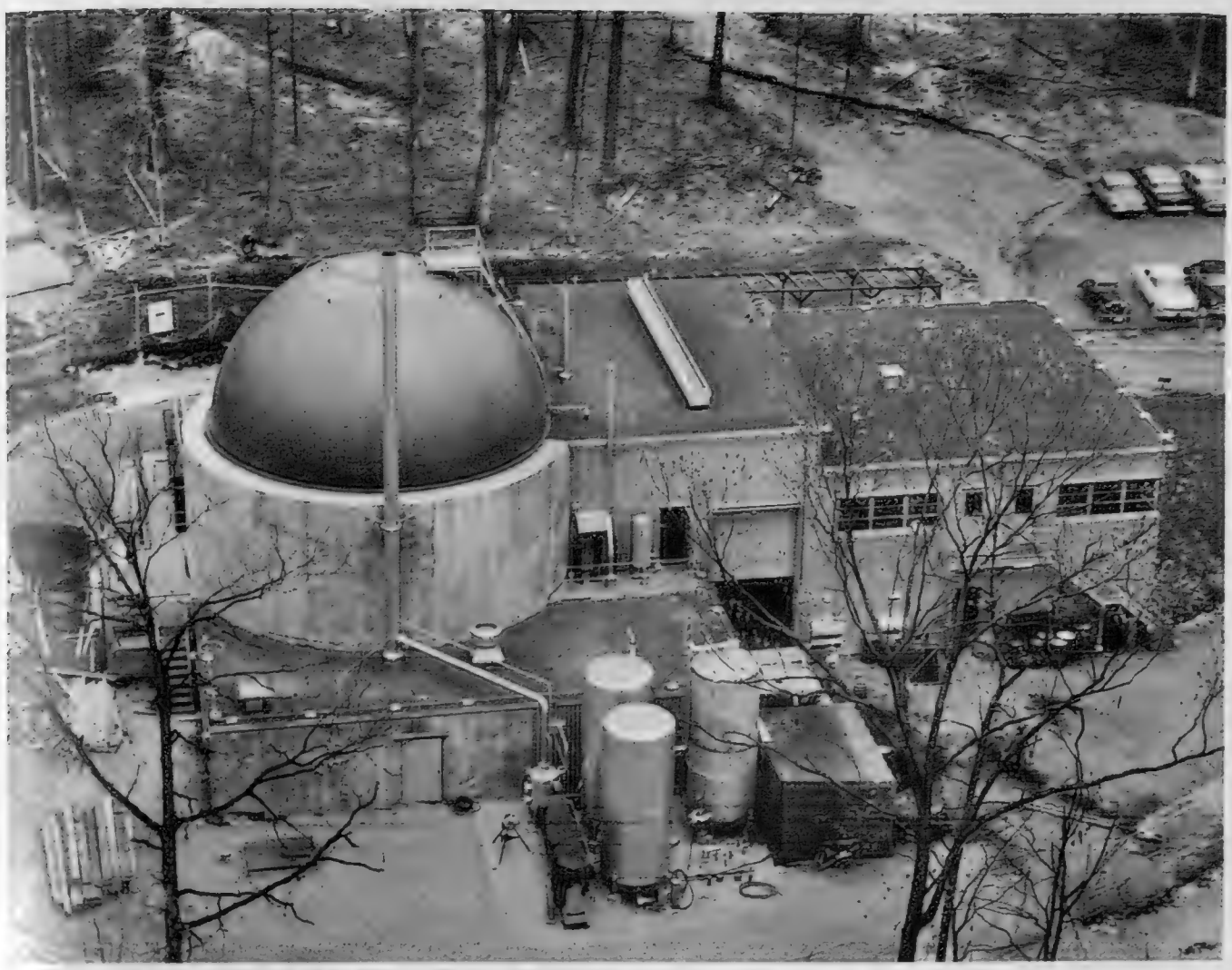
Since there can be little doubt that some graduates are being employed on work which a technologist could adequately carry out, the Government's proposals for stepping-up facilities for training high-level technologists may help to relax the pressure for graduates. But, although the Ministry of Education's investigations have established beyond all doubt the existence of a substantial group of boys of the desired intellectual calibre who leave school at sixteen and receive no subsequent full-time training, there is some scepticism about the numbers in which they will reach this channel of education and still greater scepticism about the staffing of the technological departments which are to teach them.

Industry cannot put too much faith, then, in the creation of an unknown number of better-trained technologists. It must go on getting plenty of graduates. Several trends can already be discerned. One is to create the link between employer and graduate, not at the end of the latter's university career, but at the beginning or even earlier. Industry may send more of its own employees to the university: or it may pay, either directly or through scholarships it has endowed, for bright schoolboys with promise in science and mathematics, to go through a university: it is developing a system of attractive vacation tours or courses for the first- or second-year engineer and scientist.

None of these expedients, however, strikes at the root of the problem. What industry is really after is, first, a change in the ratio of science to Arts students in the universities; secondly, either a reform of the school curriculum so that every intelligent boy receives an adequate grounding in science and mathematics, or, if the present system persists, a much greater predominance of specialists in science. The latter pair of alternatives would, of course, help to bring about the first.

In order to guide events in this direction, industry has to press the acceptance of its views on both the universities and the Government. It has set about this task rather gingerly, but with perceptible, if gradual, effect. Buildings and equipment for university departments of science and engineering have been subsidised. Research in the universities has been sponsored. The public schools have been helped to expand their science blocks. There have been billing and cooing at conferences between leaders of industry and university teachers. The schools have been inundated with information about opportunities for the scientist and engineer.

On the other hand, there has been a reluctance to launch a direct attack on the liberal arts (to which strong sentiment attaches in influential quarters) or on the vested interest in these subjects represented by thousands of academic jobs which would suffer a sharp reduction if science won the battle for supremacy outright. And in facing that thorny and inescapable problem of the science teachers, industry, so open-handed in terms of money, has been much more tight-fisted in terms of men. Industrialists argue with conviction that individual firms cannot be expected to give up key men or key recruits without some guarantee that their loss may not be fruitless. Only the Government can accept responsibility for repairing the deficiencies.

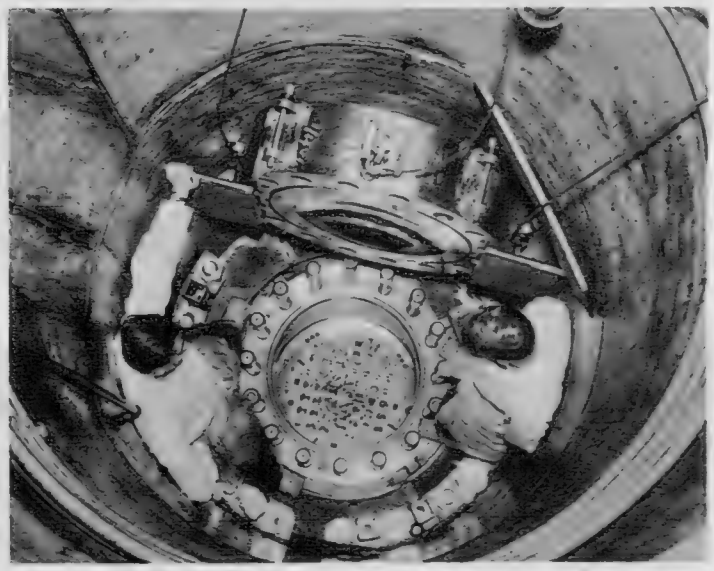


NUCLEAR REACTOR WHICH CAN BE MOVED WITH THE TROOPS: The U.S. Army's "package power reactor" has been erected at Fort Belvoir, in Virginia. In the dome are the vapour container and the reactor vessel. On the left, below the steps up to the dome, is the spent fuel pit and in the building to the right are the control room, turbine generator and condenser unit.

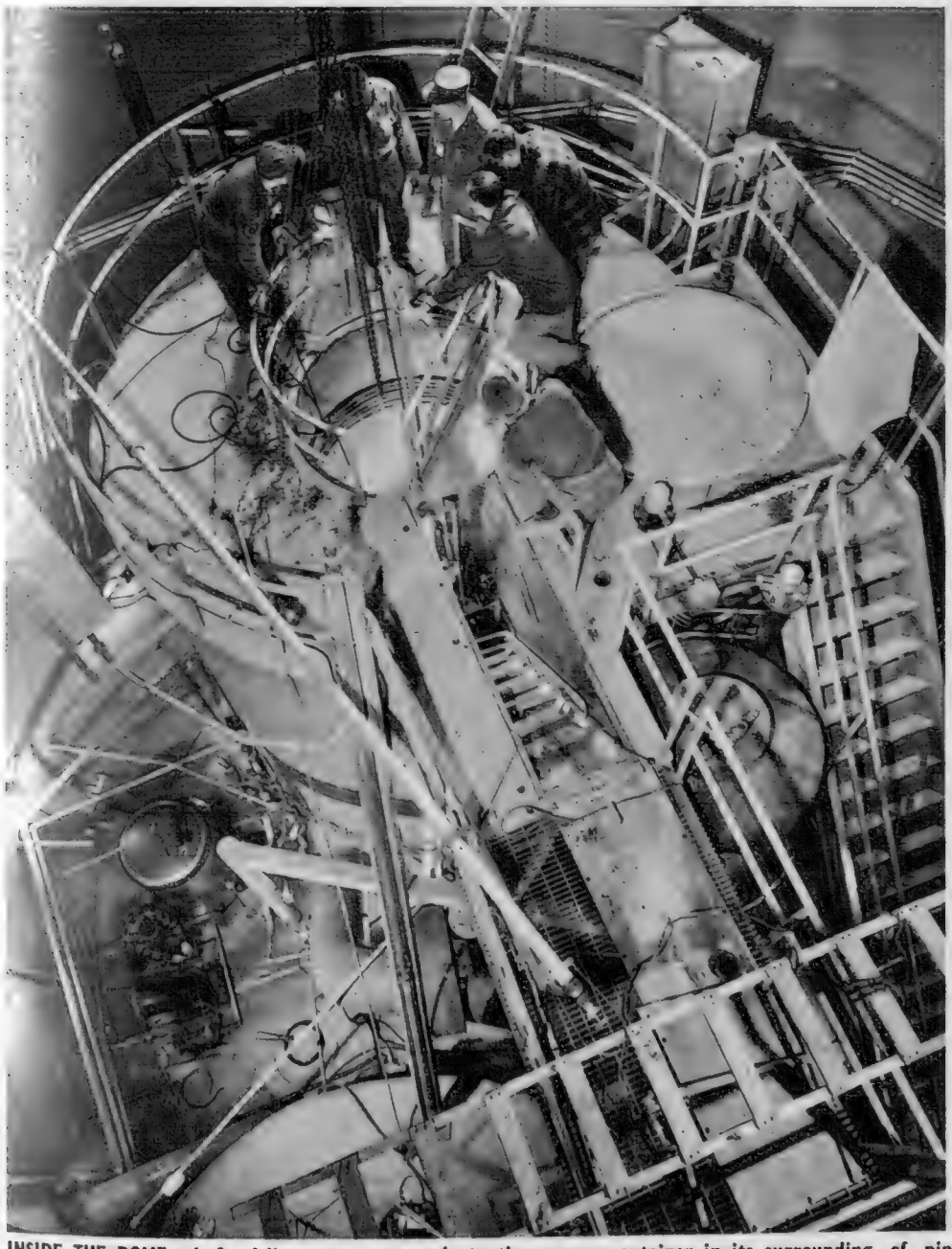
"PACKAGED" NUCLEAR REACTOR

A Transportable Unit for the United States Army

The U.S. Army package power Reactor (known for short by its initials APPR) has been constructed for the Atomic Energy Commission and the American Department of Defence by the Alco Products Company of Schenectady, New York. It is in effect a mobile unit consisting of atomic reactor, generators and all the necessary apparatus for the production of nuclear power and heat. It can be rapidly dismantled and carried by air to a new site. The function of the APPR is to provide the requirements of troops stationed in remote areas, to which it is too expensive to transport conventional fuels. Since its equipment is entirely self-contained, it could be set up in a desert or, going to the other extreme, in the Arctic or Antarctica. The reactor is at present at the headquarters of the United States Army Engineers at Fort Belvoir, in Virginia, where personnel are being trained to operate and maintain it.



THE CORE OF THE POWER PLANT: Technicians prepare to close the cover on the container for the fuel elements and control rods in the package power reactor at Fort Belvoir. It has an output of 2,035 kilowatts.



INSIDE THE DOME: *Left*—Adjustments are made to the vapour container in its surrounding of pipes and other apparatus for generating nuclear energy. *Right*—The container for fuel elements is lowered into the reactor. The Army package power reactor is designed so that its components can be transported by air and erected for the provision of power and heat in remote military stations to which it is too costly to transport conventional fuels. It uses pressurised water as coolant.

"SUMMER OF THE SEVENTEENTH DOLL" AT THE NEW THEATRE: Kenneth Warren (left) as Roo, one of the rival cane-cutters who come into Melbourne each year for their annual spree, displays "the seventeenth doll," symbol of his seventeenth visit and his regular sentimental gift to his barmaid friend. Holding two dolls, souvenirs of earlier visits, is the author, Ray Lawler, in the part of Barney. The women are (from left) June Jago as Olive, Madge Ryan as Pearl, and Ethel Gabriel as Emmy.

"SUMMER OF THE SEVENTEENTH DOLL"

The First Australian Play with an All-Australian Cast to Visit Britain

Summer of the Seventeenth Doll, the first Australian play with an all-Australian cast to be seen in Britain, had its London premiere on Tuesday at the New Theatre after a three-week run at the Theatre Royal, Nottingham. In Australia it was enthusiastically acclaimed by critics and audiences during more than a year's run. Its racy, human story tells of the rivalry of two tough sugar-cane-cutters who fly to Melbourne every year—"like eagles flying out of the sun for the mating season," to spend their slack months with their barmaid friends. An unusual feature of the play is that the author, Mr. Ray Lawler, appears in one of the principal parts.

SEVENTEENTH TIME UNLUCKY: Olive (June Jago) breaks down with the realisation that the seventeenth visit has brought disaster. Comforting her in this tragic moment is Emmy (Ethel Gabriel), with the two cane-cutters as uneasy spectators.

On right—

CANE-CUTTERS RELAX: The two barmaids, Pearl (standing) and Olive, entertain their visitors, Roo and Barney, the cane-cutters, in the living-room of their suburban home in Melbourne.

A NEW YEAR'S EVE PARTY: Liquor and singing (with the helpful Emmy at the piano) do not succeed in relieving the strains of a party which fails to go smoothly. The Australian play is presented by Sir Laurence Olivier and is directed by John Sumner.

A UNIQUE PUBLIC SCHOOL ON THE BANKS OF THE THAMES: Some of the staff and boys stand outside the main building of Carmel College, near Wallingford, in Berkshire. This is a remarkable public school which combines the traditional English stress on intellect, sport and character formation with the tradition of the Jewish religion and heritage.

PUBLIC SCHOOL LIFE AT CARMEL COLLEGE

A Recently-founded School in Berkshire Combines the Traditions of English Education with the Jewish Religion

By PAUL ANDERSON

ABOUT a mile and a half from Wallingford, in Berkshire, it would be well worth your while to turn your car off the main Henley-Oxford Road. For here you will find one of the loveliest pieces of English landscape, not only of the Thames Valley but of all England. In it lies the old estate of Mongewell Park, straggling along the northern bank of the river. As you drive through a half-mile stretch of woods, you might easily overlook an unobtrusive little signboard pointing to "Carmel College."

Carmel College is an English public school for boys—but a public school with a difference. For it is an orthodox Jewish boarding school where some 200 sons of Anglo-Jewish families are brought up not only in all modern sciences, living and classical languages, and trained in the usual English sports. At the same time they are educated in the Hebrew language, in Jewish traditionalism and in the strict laws of the Jewish religion.

(*Continued on following pages*)

IN THE HEADMASTER'S ROOM AT CARMEL COLLEGE: Sitting behind the desk is the Headmaster and Principal, the Rev. Rabbi Rosen, and standing in conversation with him is the Vice-Principal, Mr. D. Stamler, who is also the Senior Master of Jewish Studies. Although only nine years old, the school has already won several academic distinctions.

FOUNDER AND HEADMASTER: Rabbi Rosen founded the school in 1948. To-day there are 200 pupils. Carmel College is fully recognised by the Ministry of Education.

IN THE FORECOURT OF CARMEL COLLEGE: Some junior boys are coming out of the main building into the forecourt. The school is run as a non-profit-making concern.

CARMEL COLLEGE

(*Continued from previous page*)

It is therefore a unique institution. Not only unique because Carmel College is the sole Jewish boarding school of its kind, but even more so, because in its scholastic as well as spiritual life it marries two great and old traditions: that of the English public school education, with all its emphasis on sport, physical prowess and character formation, with the far older tradition of Jewish thought, religion and heritage.

On my first visit to Carmel College I had the strongest impression of its entirely successful blend of traditions and cultures practically within five minutes of my arrival. For in the airy, spacious stone hall of the school's main building I came upon the school choir at practice: a semi-circle of some sixty grey-flannelled English schoolboys, neatly arranged according to size, age and voice, all wearing the light-blue silk skull-caps of Orthodox Jews and singing an old Hebrew hymn.

For all its uniqueness, Carmel College is hardly known in this country. The reason for that is quite simply its very recent foundation. Carmel College is barely nine years old to-day and its first full Sixth Form was not formed until 1953. The school was founded in 1948 by its present Head and Principal, the Rev. Rabbi Kopul Rosen, M.A., who in his own person combines a number of rather unique qualities—those of a youthfully energetic administrator with those of a devoted educationalist and a man of great learning and strong religious faith.

In purely administrative terms, Carmel College is an English public school like many others. It received full recognition by the Ministry of Education in 1955, following a visit by H.M. Inspectors. It is run as a non-profit-making limited company that issues no shares, is not subject to income tax and raised its capital by loans. Its governors and the members of the company receive no financial benefit from the school. Chairman of the school's Board of Governors is Mr. Joseph Collier and its principal patrons are Professor Isaiah Berlin, Mr. Justice Karminski and Lord Cohen of Birkenhead.

The school curriculum, too, follows the traditional lines of the greater public schools, although it should be emphasised at the outset, that modern sciences rather than the arts and humanities are the school's preference and pride. By comparison with many other schools of its size, Carmel College is superbly (not to say lavishly) equipped for scientific studies. Its three main laboratories for physics, chemistry and biology leave nothing to be desired. The result is tangible. Not only have three Carmel boys won State scholarships since 1953, but also, in 1955, Carmel carried off the Domus Scholarship in Natural Sciences and, in 1957, the Brackenbury Scholarship in Natural Sciences—both to Balliol College, Oxford. In this connection it is worth mentioning that a very high proportion of the Sixth formers tend to go on to a university. In fact, this year every single boy of the Sixth Form will be doing this.

Stressing the strong emphasis on modern sciences is fair, but may be slightly misleading. It is true, however, that the school's magazine, *Carmel College Magazine*, contains contributions by older boys on scientific subjects which, for example, are far beyond this writer's intellectual grasp. Meeting a group of Carmel College prefects and senior boys is a rather humiliating and shaming experience for someone who has left his own university a quarter of a century ago. One is a little out of one's depth.

The other part of the school curriculum must, therefore, be equally stressed. Latin, of course, is compulsory for all boys who intend to enter the legal profession or read for an Arts Degree. Apart from that, the subjects taught include English Language and English Literature, French, German, Greek, ancient and modern Hebrew, History, Geography, Art.

But no public school deserves its name that does not devote a great deal of its time and energy to sport and games. In this sense Carmel College does, in fact, resemble a conventional public school. Its playing fields extend over 40 acres; it has an outdoor swimming-pool; a large, extremely well-appointed gymnasium, a squash court and tennis courts. Like several other English public schools nowadays, it plays Association Football rather than Rugby. But the major sport of the school, not excluding cricket and basket ball, is rowing. At the moment the school has four rowing fours, and Mr. Hooper, the rowing coach (who formerly helped to train the Oxford crew), hopes that, before long, he will be able to produce at least one four capable of challenging neighbouring crews. For all this, the school is, of course, ideally situated and the path leading from the main building down to the river bank and boathouse is no more than a hundred yards.

All this, the reader may say, does no more than describe an exceedingly pleasant, well-run, modern boarding school for boys who happen to be boys of Jewish faith and parentage. Why then form a separate school? What was the founder's purpose? Was it only to give boys of Jewish parents a chance to say their prayers in Hebrew on Sabbath? That in itself, Rabbi Rosen would argue, is an important reason. But, far more important, is the founder's answer, or counter-argument, to the charge of having created a school which deliberately segregates a son of Anglo-Jewish parentage from the rest of the non-Jewish community.

Rabbi Rosen's answer seems wholly convincing. What the Jewish community witnesses at present, he argues, is not the growth of a generation of Jews but of non-Christians of Jewish parentage, "ignorant of all that makes Jewishness a blessing and filled with an unexpressed resentment that they are different."

Here I would like to quote the Rabbi's words in what he called, "An Open Letter to a Perplexed Parent."

In it he wrote: "The very sound of the word 'segregation' has ghetto associations. Some well-meaning Jewish persons have said to me: 'How can a child be educated to live in this country if the most impressionable

IN THE LIBRARY: Pupils consult books in the well-equipped library, and in the background a member of the staff talks with a senior boy. Most of those present are wearing the skull-caps of Orthodox Jews.

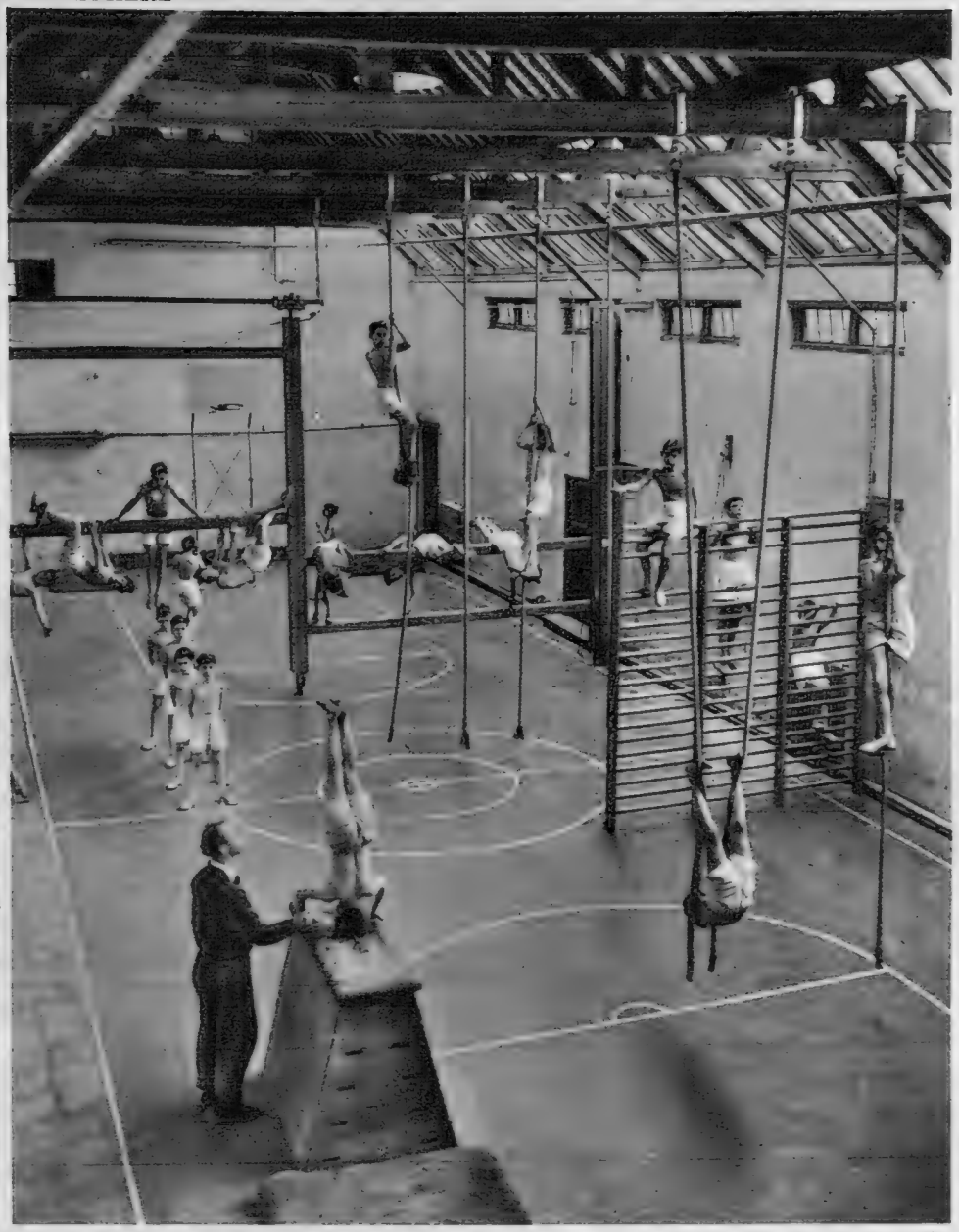
On right—

ON THE PLAYING FIELDS: Two masters discuss with the groundsman the preparation of cricket pitches on a section of the extensive playing fields.

A MAIDEN FOUR: The crew sets out for practice on the long reach of the Thames near Wallingford. One of the major sports of Carmel College is rowing. The school is ideally situated for this, and it is hoped that Carmel crews will soon challenge neighbouring schools. Other sports include cricket, soccer, tennis and squash.

THE LABORATORIES: In the background the Senior Science Master, Mr. S. Coles, demonstrates to H. Law and I. Rabbinowitz. In the foreground, from left to right, are C. Linton, S. Wootliff, K. Chissick and H. Hirshfeld. The school curriculum gives considerable emphasis to Science.

On right—
CHECKING AN EXPERIMENT: The Senior Physics Master, Mr. J. Bunney, with M. Goitein and P. Refson (foreground). Goitein has won a Brackenbury Scholarship to Balliol College, Oxford.



PHYSICAL TRAINING: A class of juniors is instructed in the gymnasium by Mr. C. Marshall, the master in charge of physical training. The combination of concentration on physical fitness, scholastic ability and Jewish tradition makes Carmel College unique among public schools.

TRAINING IN RELIGION: A master expounds the Hebrew Scriptures to a class. All wear the Jewish Orthodox skull-cap. The aim of Carmel College is to stress the benefits of both Judaism and the English public school.

ON PARADE: A platoon of the Carmel College Cadet Force. This represents a random cross-section of the school. The majority of the pupils are from Anglo-Jewish families. But also in the picture are Jewish boys from Belgium, Italy, Morocco, Kenya, Israel, Iraq and Persia.

years of his life are spent in a wholly Jewish environment?' Well, I suggest, that a minority group of Jewish children attending a non-Jewish school, separated during religious services and prayers, absent from school for their own religious Holy Days and exposed to taunts, upon which I need not elaborate, *endure segregation of the worst kind.*

"I myself attended non-Jewish schools. We were members of the whole and, at the same time, a minority within a majority, and striving to belong completely to the larger community we tended to make our Judaism a sub-culture which we tried not to obtrude into our normal routine. *This confidence-sapping experience is the inevitable lot of the Jewish child in a non-Jewish school.* But when a Jew with a positive knowledge of Judaism, with a learned awareness of what his distinctive heritage is, meets his Christian fellow human being, he does so as an equal; he does not apologise either to others or to himself for being different; he does not equate difference with inferiority. The authentic Jew can and will mingle with his Christian neighbours with confidence and dignity. Without knowledge of Judaism, the Jew is defenceless.

"It is criminal folly to expose a child to the piercing darts of discrimination and abuse and to defend such action by the totally false notion that, defenceless as he is, he will nevertheless 'get used to it' and develop some power of immunity. No: the child will be wounded; scarred as a Jew and as a human being, he will grow up with a deep-rooted sense of inferiority and even though he will be loud and vociferous in his protestations that he is 'proud to be a Jew' one need not search too deeply in the character of the Jewish ignoramus to realise that the loudness of his claim to pride is in ratio to the depth of his feelings of inferiority."

That, briefly, is the creed of the school's founder, Rabbi Rosen. The real tests, of course, are the results; in fact, the bearing, manner, character and behaviour of the older boys of Carmel College. I have had the great pleasure of talking to them. And I can only say that I have yet to meet a group of ordinary, games-playing, stamp-collecting, argumentative senior public schoolboys who, apart from having good brains and an excellent education, are a finer juvenile community.

The religious side of the school's life is, needless to say, an important part of it. But, as far as this writer can judge, the school's atmosphere is entirely free of what you might call an obsession with religion. And here I would like to quote one of the Carmel College boys who, in the 1954 issue of *Carmel College Magazine*, describes the Holy Sabbath in the following words:

"Whenever I think of Sabbath in 'Carmel' one thought seems uppermost in my mind—Sabbath is the most memorable day of the week. There is little organised activity and yet much seems to take place. The services are unlike those we know elsewhere: *they are jollier.* Everyone seems less formal and freer to pray and sing and the final handshake with the masters puts a stamp of friendliness to the occasion."

Having met the Principal and founder, the masters and the boys, I cannot help thinking that the choice of the adjective "jolly" in connection with the Holy Sabbath is not accidental.

No doubt, Carmel College is a thriving place already. With just over 200 pupils in both prep. and senior school, the leaders of the school soon hope to expand and reach a limit of 500 pupils. At the same time Rabbi Rosen is actively concerned with plans for the creation of a sister school in Israel. It is proposed that this should be situated close to the original Mount Carmel.

London Theatres

PUCCINI AND SHAKESPEARE

Current Productions at Covent Garden and the Old Vic

The summer season at the Royal Opera House opened with *Madam Butterfly*.. Victoria de Los Angeles sings Cho-Cho-San, the title-role. Round this part the opera stands or falls, and with Madame de Los Angeles there is never any question of failure. John Lanigan is Pinkerton. Perhaps as Puccini and his librettists intended, he makes the sailor a simple, somewhat stupid man rather than a cad who loves and leaves the naïve little Japanese girl. The performances are being sung in Italian and the conductor is Rudolf Kempe, who gives, as he has done before, a dynamic and memorable reading of the score. Later in the current season, in June, an important occasion will be the first performance of *The Trojans* by Berlioz.

"MADAM BUTTERFLY" AT THE ROYAL OPERA HOUSE: In the centre of the stage are Victoria de Los Angeles as Madam Butterfly and John Lanigan in the part of Pinkerton singing Puccini's famous Love Duet. This opera, sung in Italian and conducted by Rudolf Kempe, opened the summer season at the Royal Opera House in Covent Garden last week.

THE LOVERS IN PUCCINI'S OPERA: Victoria de Los Angeles, who sings the title-role in *Madam Butterfly*, and John Lanigan (Pinkerton).

THE TRAGIC NEWS: Geraint Evans in the role of Sharpless tells Madam Butterfly that Pinkerton is not returning. The current performance at the Royal Opera House is in some respects a revival of the production of six years ago. For then Victoria de Los Angeles also sang the leading role with conspicuous success.

"TITUS ANDRONICUS" AT THE OLD VIC: *Left*—Keith Michell is Aaron, the Moor, and Barbara Jefford Tamora, Queen of the Goths. *Right*—Robert Helpmann (right) as Saturninus and Derek Godfrey (Titus Andronicus) in a scene with Tamora. With *Titus Andronicus* the Old Vic company is presenting another of the lesser-known plays of Shakespeare—*The Comedy of Errors*.

To mark the anniversary of Shakespeare's birth, the Old Vic brought into its programme a double bill—*Titus Andronicus* and *The Comedy of Errors*. Walter Hudd, the producer, gives the plays a unity by starting with a short prologue. The company comes on as a band of strolling players visiting an inn, and the pieces are given in its courtyard. Derek Godfrey plays Titus. Keith Michell is a lusty Moorish lover for Tamora (Barbara Jefford) and Robert Helpmann shows all the ineffectual spite of Saturninus. There are no intervals in both the plays and the only break is between *Titus* and *The Comedy of Errors*. In the latter the players reappear to enjoy the light-hearted confusion of identities. Derek Godfrey is a Merchant, Robert Helpmann, Pinch, and Barbara Jefford the Courtesan.

A Weekly Survey of Achievement in Britain and Overseas

PROGRESS IN INDUSTRY AND ENGINEERING

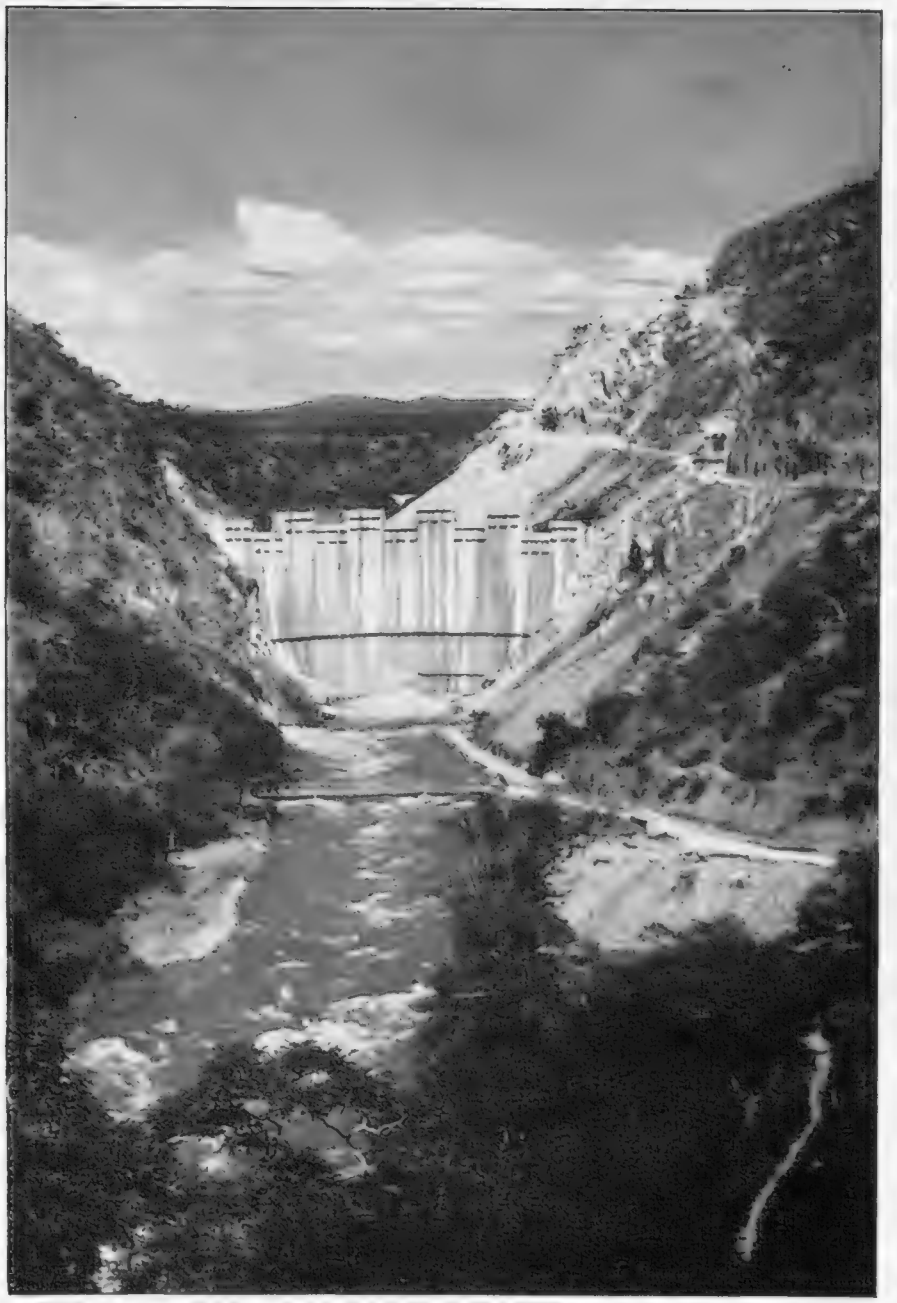
POWER IN THE BELGIAN CONGO

On left—

The Zongo hydro-electric scheme, on the Inkisi River (seen here from the air), supplies current to Leopoldville, the capital of the Belgian Congo, some sixty miles away. The power station (near the bottom right-hand corner) has a maximum output of 250,000,000 kilowatt-hours a year. The dam can be clearly seen by following the course of the river above the waterfall at the bottom left-hand corner; and, amid the thickly wooded slopes of this typical equatorial terrain is the modern township with (at top right-hand corner) its airstrip. The Inkisi hydro-electric scheme was completed in 1955 and is one of four scheduled in the Congo's "Ten Year Plan." The Belgian Congo, rich in minerals but comparatively poor in coal, has a wealth of potential power in its vast rivers. The River Congo, of which the Inkisi is a tributary, is the fifth largest in the world.

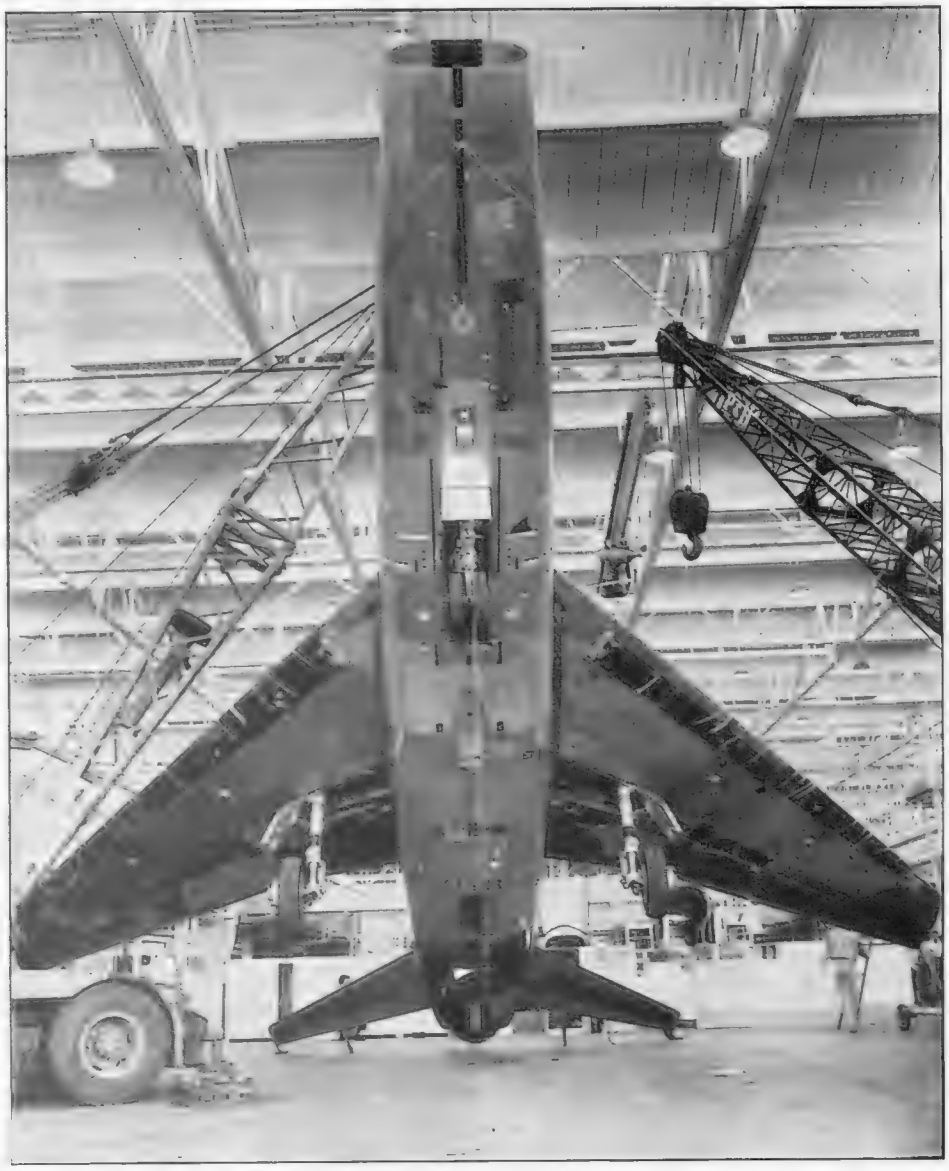
A MOUNTAIN AUTOBAHN IN SOUTHERN GERMANY

Part of the new stretch of motor road between Stuttgart and Ulm, in South Germany, runs over a viaduct as it winds through the Swabian Alps. It has taken two years to build and is expected to be opened for use early this month. The newly-constructed section extends for about four and a third miles on a gradient rising more than 800 ft. It is estimated to have cost nearly £2,500,000, and will be a one-way route—for northbound traffic only. Southbound traffic will use the old road built before the war. Viaducts have been constructed to carry the new road at several points. The chalk and limestone of the Swabian Alpine region are clearly seen in this picture, with the thickly-wooded slopes of the beautiful undulating country, which extends from the Black Forest to the Danube.



ANOTHER RIVER HARNESSED: The Delcommune Dam is near the N'Zilo gorge on the Lualaba River. It is one of three under construction or finished in the Katanga area for supplying power to the copper and uranium mines and to southern towns of the Belgian Congo.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*



FINDING A FIGHTER'S CENTRE OF GRAVITY

A supersonic F-100D Super Sabre fighter-bomber stands almost vertical in tests recently performed at North American Aviation's Los Angeles Division to determine its vertical centre of gravity. The F-100 was hoisted into nose-up and nose-down positions while engineers measured the precise crossing point of vertical lines descending from the point of suspension at each position. The crossing point of three lines gave them the exact vertical centre of gravity. The aircraft's horizontal centre was determined by weight measurements. The F-100 was the first supersonic operational fighter to be developed for the United States Air Force. On August 20, 1955, Colonel H. A. Hanes, U.S.A.F., flying an F-100C Super Sabre, established the first supersonic world speed record of 822·125 m.p.h. The type being tested is similar to F-100C, with improvements that include an automatic pilot. This is able to control the aircraft at supersonic speeds, leaving the pilot free to concentrate on navigation and tactics. U.S.A.F. wings in this country under N.A.T.O. Command will receive the F-100 this summer.

LAUNCHING A LANDING CRAFT SIDEWAYS

The *Gagoma* hits the water at the Willington Quay slipway at Clelands (Successors) Limited, Wallsend-on-Tyne. Another landing-craft, the *Gowero*, is under construction at the same shipyard; three others, the *Gimida*, *Geboso* and *Gurubi* are already in service. They are used by the Australasian Petroleum Company for transporting about 120 tons of drilling material along the narrow rivers of Papua, New Guinea. The landing-craft are powered by two Gardner Diesel engines but are towed to Port Moresby, taking about ninety days on the voyage.

FORTH ROAD BRIDGE BORINGS

Work is proceeding west of North Queensferry on borings for the Forth Road bridge. The picture shows the belt-driven boring plant. This activity is preliminary to the sinking of a deep shaft for the accommodation of giant cables for the bridge. It is expected that tenders for the piers and anchorages of the structure will be invited this summer. Physical work (other than boring) is expected to begin in the spring or early summer of 1958, and the laying down of the approach roads will follow at a later date. The consulting engineers for the project, Messrs. Mott, Hay and Anderson, of London, have said that details of the foundations are well in hand and that the design of the steelwork for the bridge is well advanced and that plans for the roads are almost complete. The project, including about ten miles of new roadways, is expected to take five or six years to complete.

MAKING BISCUITS BY MODERN METHODS

A view of the bakery at the Hillington, Glasgow, factory of William Macdonald and Sons (Biscuits) Limited. It is here that batches of ingredients for biscuits are assembled and mixed. Flour is added through the canvas tubes leading down from the flour store on the floor above. The factory, which has nearly 20 acres of manufacturing area, is one of the most up to date of its kind in the world. All the equipment is of the very latest type, and as new and improved machinery is developed, it is installed—even though it may replace plant which would still be good for many further years of service. Much of the production detail is looked after by automatic machinery. One elaborate piece of equipment in the Hillington factory, with a switchboard and instrument panel reminiscent of that in a nuclear power-station, supersedes the large number of operatives formerly needed to supervise fat control throughout the biscuit-making process. Entirely automatic in operation, it works continuously, round the clock, for five days a week. Another outstanding piece of equipment is the 300-ft.-long gas oven, the biggest of its type in Britain, where a continual stream of biscuits, passing through on a conveyor belt, is cooked in 6 minutes, 24 hours a day, 5 days a week; 1,721 people are employed by Macdonald's, of whom 91 are representatives and 373 administrative staff.

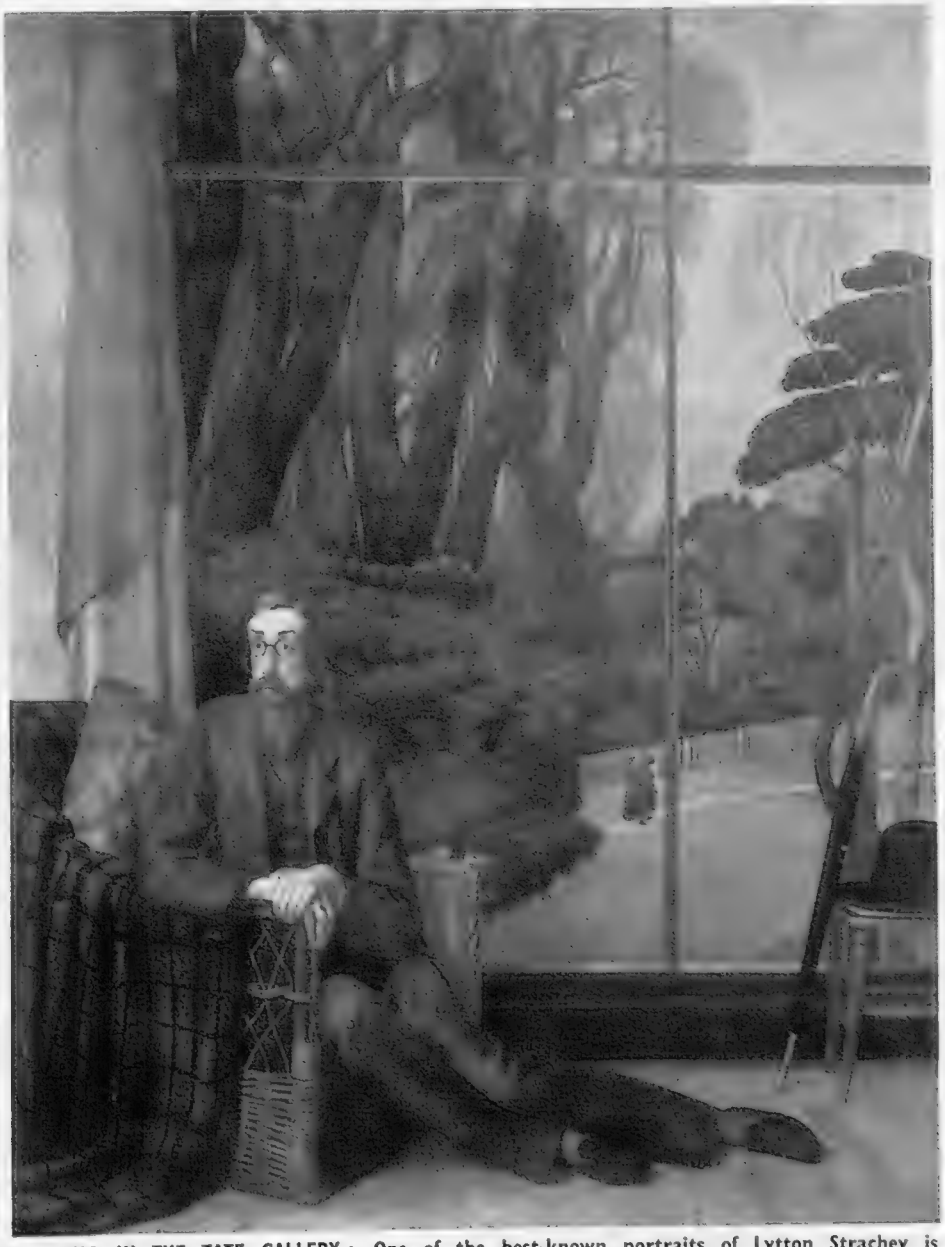
LATE JOHN JOHNSON, D.LITT., PRINTER TO THE UNIVERSITY OF OXFORD: The portrait in the Royal Academy at Burlington House is by H. Andrew Freeth, A.R.A. This painting shows Mr. Johnson in his museum in the University Press at Oxford. Private View Day at this year's Royal Academy is May 3 and the exhibition is open to the public on May 4.

AN ARTIST'S MOTHER: Mrs. Jessie Ward has been painted by her son, John Ward, A.R.A. This is one of the many portraits in this year's Exhibition of the Royal Academy of Arts in London. As usual there is a wide variety of creative work—both painting and sculpture—in the galleries at Burlington House, in Piccadilly. At general assemblies of academicians, held shortly before the opening of the Exhibition, four new Associates of the Royal Academy were elected. They are Mr. Eric Schilsky, Mr. Raymond T. Cowern, Mr. Henry Carr and Mr. Tristram Hillier. Mr. Schilsky is a sculptor and has been head of the School of Sculpture at the College of Art in Edinburgh since 1946. He is an Academician of the Royal Scottish Academy. Mr. Cowern, an engraver, was educated at the Birmingham Central School of Arts and Crafts and at the Royal College of Art; he is also an associate of the Royal Society of Painters in Water Colours and of the Royal Society of Painter-Etchers and Engravers. Mr. Carr is a frequent exhibitor at Burlington House and Mr. Hillier's work is in many British and Commonwealth galleries.

THE 1957 ROYAL ACADEMY

Some of the Exhibits on View this Year

AN EXHIBIT BY A DISTINGUISHED BRITISH SCULPTOR: "Figure With an Angel" is by Arnold Machin, R.A., F.R.B.S., who has been a tutor at the Royal College of Art since 1951. He is a regular exhibitor at the Royal Academy.



TO HANG IN THE TATE GALLERY: One of the best-known portraits of Lytton Strachey is exhibited by Henry Lamb in the Academy. The picture has been purchased by the Council of the Academy under the Chantrey Bequest and will eventually hang in the Tate.

BY A SENIOR ACADEMICIAN: "Old Time Clowns" is the title of this picture by Dame Laura Knight, D.B.E., R.A., and is in the tradition of the circus paintings for which she has long attained an international reputation. Dame Laura, who was elected an Associate in 1927 and R.A. in 1936, first exhibited in the Royal Academy fifty-four years ago.

"OUR FEATHERED FRIENDS": A humorous com position is by James Fitton, R.A., th Lancashire-born artist whose work hang in numerous galleries throughout Britain

A STUDY IN EXPECTATIONS: Steven Spurrier, R.A., R.B.A., has taken for his theme "The Reading of the Will" in this costume piece at the Academy. The artist, who has been an Academician for five years, is particularly well known for his drawings which have appeared in periodicals in Britain and other countries of Europe and in America.

MODERN SYMBOLISM: "Paradise Lost" is the titl of this picture by Anthony Devas, A.R.A., R.P. distinguished for his subject pictures and portraits

CONTEMPORARY PAINTING: Carol Weight's "Dangerous Corner" is an example of this artist's concern with the problems of our times. A teacher at the Royal College of Art in London, he was elected an A.R.A. two years ago.

THE 1957 ROYAL ACADEMY

"THE PLAYGROUND": A study of the children's recreation ground, such as can be found in any of the big cities of Britain, is another of the exhibits by John Ward, A.R.A.

On left—
A REMINDER OF AN IMPORTANT OCCASION: "The Mayor of Westminster's Party" by Gilbert Spencer, A.R.A., recalls an occasion at the Royal Academy last November, when the Mayor of Westminster gave a reception.

Below—
"NORTHERN LANDSCAPE": This detailed composition of an imaginary scene is painted by Richard Ernst Eurich, R.A.

NEW MODELS FOR BRITAIN

The New Wolseley 1,500 and Standard Eight Make their Debut; the Metropolitan is now available on the Home Market; and other News of Motoring Interest

By "THE SPHERE" MOTORING CORRESPONDENT

A LOT of things have been happening in the world of motoring. That Suez shilling has gone, car production and exports are booming, Jaguars are building as many cars as before the fire and the British Motor Corporation has announced a major new model—the Wolseley 1500.

Since last Wednesday the police all over the United Kingdom have had new powers to tow away the cars of motorists whom Mr. Harold Watkinson has called "parasitic parkers." The Minister has announced the line of the Birmingham-Preston motorway and he has also given the welcome news that the Government has agreed in principle to what has come to be known as the Hyde Park Boulevard scheme.

In addition to turning Park Lane into a twin-track carriageway, the Hyde Park scheme provides for a tunnel linking Piccadilly with Knightsbridge.

The new Wolseley is an interesting car, to say the least. It is a four-door, four-seat saloon with a 1½-litre engine and four-speed gear-box. Top speed is 80 m.p.h., you can do 70 in third, the car looks good and the inside is finished with the traditional Wolseley richness. The facia and door cappings, for instance, are in walnut. Yet the price of this new model is only £758 17s., including £253 17s. tax.

One reason for the competitive price—perhaps the biggest—is that the car is another example of the B.M.C.'s rationalisation policy. Many of its component parts are common to other B.M.C. models. The 4-cylinder engine, for instance. It is the Corporation's B-type unit, which in different forms is also used in such Austin and Nuffield cars as the A.55, Metropolitan, Morris Oxford and M.G. Magnette.

The suspension of the new Wolseley is basically that of the Morris Minor and the wheels are the same. Wheelbase and track are identical. So are the overall width and height. And it 's a surprising thing that the Wolseley is only 4 ins. longer than the little Morris, for it looks a bigger car in every way.

A major mechanical feature of the new Wolseley is the choice of gear ratios. Third gear more or less corresponds with top in most cars, while fourth is in the nature of an overdrive. I often wonder why more car manufacturers do not adopt this idea for four-speed gear-boxes. It has been very successfully exploited by Volkswagen and is one of the reasons for the long engine life normally enjoyed by this German *marque*.

Why, I should like to know, is this practice not adopted for cars like the Standard Eight? On the new Eight just announced a Laycock overdrive is available. It turns the ordinary four-speed box into one with no fewer than seven ratios. But the device costs, with tax, £63 15s. And some of the seven ratios are so close together as to be almost valueless.

In its standard form the new Eight costs £616 7s. That is £31 10s. more than the old Family Eight and £7 10s. more than the Super Eight, both of which models are replaced by the new one.

The new Eight has a luggage boot lid which opens in the usual way, a radiator grille instead of an unadorned air intake slot and a greatly improved finish. The 803-c.c. engine has been given a compression ratio of 8·25 to one. It makes the car livelier and improves petrol consumption still further. The makers claim 47-52 m.p.g., depending on how the car is used, and they offer free a special economy jet which, it is claimed, gives another five miles to the gallon.

It is interesting to recall how, in the days of Sir John Black, the Standard Eight was first introduced as a stark economy car without frills, though Sir John got cross with me once for referring to it as an austerity model. The idea was to offer an economical car with a minimum of special equipment so as to get the price right down. Sir John even dispensed with a boot lid. Instead, he gave the car rear seats which hinged forward to give access to the boot from inside.

It was one of those ideas which, admirable though they are in theory, simply don't work out in practice. For one thing, housewives using the car for shopping found it more difficult to load their purchases into the car over the back seats than if it had a boot lid opening in the usual manner.

Standards were surprised by the relatively small demand they experienced for the cheap, basic version of the Eight. The majority of buyers ordered it with most of the available "extras"; things like bumper over-riders, screen wiper and sun visor for the passenger, heater, chrome hub caps, and so on.

Other car manufacturers have told me that a remarkably high percentage of all models sold are ordered in the de luxe version.

I had the very great pleasure recently of a long drive in a Rolls-Royce Silver Cloud fitted with power-assisted steering. Now I know it *is* possible to gild the lily. There isn't much wrong with the ordinary steering on Rolls-Royce and Bentley cars, but for £165 extra (on top of the total price of £5,386 7s. in the case of the Silver Cloud) this new feature is well worth having.

It is now available on all Rolls and Bentley models. Designed by the firm's own technicians, this hydraulic system of power assistance is the best of its kind I have yet sampled. Some forms of powered steering are frightening, to say the least, in the way they deprive the driver of road "feel." You don't get that sensation with the system evolved for Rolls and Bentley cars.

"After long research," a Rolls engineer told me, "we found that 50 per cent. of power assistance is the optimum amount for all normal occasions if a desirable degree of 'feel of the road' on the steering wheel was to be achieved.

"A greater degree of assistance is obviously wanted when 'shunting' or parking and our system provides for this by a patented arrangement of extra valves in the control mechanism."

A smart little newcomer to Britain's home market is the Metropolitan two-seater which the Austin Motor Company have been building for an American customer for the past three years. It was designed after a coast-to-coast market survey in the U.S. by the American Motors Corporation (Hudson and Nash) who got Austins to build it for them because of the Longbridge firm's great experience in the manufacture of small cars.

The American firm also realised that Austins could use, in the assembly of their Metropolitan, a number of parts already in production for other Austin models. The design has been improved from time to time and the car is now powered by the 1,500-c.c. B-type engine. On the home market the price is £713 17s. for the hard-top model, making it the cheapest 1½-litre car in Britain. The convertible version costs £725 2s.

It is an attractive little car, with room for a child in between two adults on the bench-type front seat. The small back seat will accommodate two other children and there 's quite a lot of room in the boot. This is accessible only from inside the car—the squab of the back seat folds forward—and this is a design weakness, as in the case of the old Standard Eight.

The car is light and the engine, allied to a three-speed gear-box, gives a lively performance. The car's appearance is lively, too. You could almost call it saucy.

As the Isetta bubble-car went into production recently at Brighton, where it is being assembled with materials that are 60 per cent. British, its price was cut by £39. It now costs £359 17s., including tax.

Captain Ron Ashley, head of the firm which has the Isetta concession in Britain, tells me he has plans for a "hire and drive yourself" service for London commuters. The idea is that business and professional men who work in the London area and travel there daily from homes 30 or 35 miles out, should hire Isettas for the night.

It would be waiting at the customer's home station and he would have the use of it until he caught his train the following morning. Before then his wife could have used it to take the children to school. Overnight it could be used for social calls. Any mileage over a certain fixed allowance would be charged extra.

A MAJOR NEW MODEL FROM B.M.C.: The Wolseley 1500 is a four-door saloon with a 1½-litre engine and four-speed gear-box. Top speed is 80 m.p.h. The price, including tax, is £758 17s.

THE NEW STANDARD EIGHT: It replaces the old Family and Super Eights and has a radiator grille instead of an unadorned air intake slot, and a luggage boot which opens in the usual way.

THE CHICHESTER CUP RACE FOR 1,500-C.C. SPORTS CARS AT GOODWOOD: The cars are seen at the start of the ten-lap race which was won by C. Chapman in a Lotus-Climax. Two other Lotus-Climax cars came in second and third. In the Richmond Formula I race over 32 laps at the same meeting, the winner was Lewis-Evans (Connaught).

The powers which the police now have to tow away badly parked cars relate to motorists who leave their vehicles in a no-waiting area, who cause obstruction at intersections or who double-bank. "A small number of cars improperly parked can clog traffic over a wide area," Mr. Watkinson said in the House of Commons on this point.

What happens if your car is towed away? As soon as you find it gone, the thing to do is to inquire at the nearest police station. You will be told where they have put it and will be allowed to take it away. No fee will be charged, said the Minister. That surprises me, because I know of at least one police force which has been charging for both towing and parking even under the limited powers it already possessed. A motorist whose car is towed away may, of course, be prosecuted for any alleged traffic offence he may have committed.

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A Career with The British Petroleum Company

Apprenticeship Training Courses

Within its very large field of operations, BP affords opportunities for widely differing careers for men and women, and offers a variety of training courses to equip them for such careers. These courses range from Craft Apprenticeships, which cater for boys leaving school at the age of 15 or 16, up to post-graduate courses which lay the basis for a highly skilled professional career in one of many different technologies. Three examples are listed below.

1 STUDENT APPRENTICESHIP

These courses are designed for the boy who leaves school with a good G.C.E., and lead to full professional level by part-time work and study. There are two groups of these apprenticeships:—

A *Industrial* B *Commercial*

A. Industrial. The Industrial courses, lasting between 3 and 5 years, may be taken in Engineering (Mechanical, Chemical and Instrument) or in Chemistry. They combine full and part-time study at selected technical colleges with suitable practical work, and are for boys of 17 or over with G.C.E. 'A' level in two or three subjects; (Craft Apprentices with Ordinary or Higher National Certificates may be eligible). They lead to an appropriate qualification, such as associate membership of a professional institution.

B. Commercial. These courses of work and part-time study enable men to become Accountants or other professional employees on the commercial side . . . Legal, Financial, Staff, Stores, Estates, Marketing, etc.

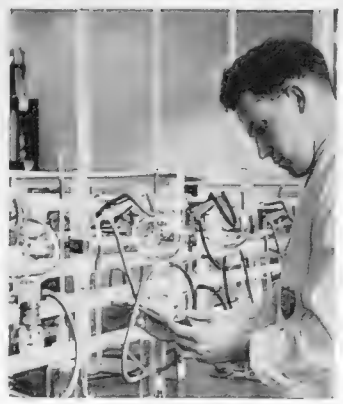
The three courses range from 2 to 5 years, dependent upon age and education. Deferment from National Service is applied for when necessary.

1. *For 16 or 17 year old entrants holding G.C.E. with 5 'O' level subjects.* A FIVE-YEAR COURSE.

2. *For 18 year old entrants holding G.C.E. with 2 'A' level subjects.* A FOUR-YEAR COURSE.

3. *For 20-22 year entrants, post National Service, holding G.C.E. with 2 'A' level subjects.* A TWO TO THREE-YEAR COURSE.

Industrial student apprentices working on the Platformer Unit at BP Kent Refinery.



Chemical Student Apprentice in the Oil laboratory at the BP Kent Refinery.

2 UNIVERSITY APPRENTICESHIP

Selected young men who have completed their National Service are seconded for a normal academic course to selected Universities to graduate in various technologies. The course takes up to 4 years with appropriate practical experience during vacations. University fees are met by the Company, in addition to a salary of £350 p.a. Candidates must possess a G.C.E. with at least English Language and a foreign language at 'O' level and good 'A' levels in Mathematics, Physics and Chemistry or, in some cases, in Pure Mathematics, Applied Mathematics and Physics. Courses are offered in Mechanical Engineering, Electronic Engineering, Chemical Engineering, Chemistry and Physics.

3 GRADUATE APPRENTICESHIP

Each year the Company recruits a large number of graduates in Science, Technology or Arts, and trains them to fill various posts in the BP organisation throughout the world. Candidates must have graduated, or be about to graduate, with Honours, at a British University. The Company also accepts a small number of non-graduates who have qualified professionally as Accountants, Solicitors, Engineers, etc. Normally, candidates should be not more than 26 years of age.

BP

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The World of Books: By VERNON FANE

ESSENTIAL ENGLAND

A History of Village Cricket; An Air Chief Marshal's Reminiscences; Brain-washing; an Epic Voyage in the South Pacific; Farming in Kenya and Sweden; New Novels

THIS week I begin with a book that deals with an essential part of life here in England; a pleasurable, exciting and delightful part. I refer to village cricket. Ever since it was played on Henfield Common in 1721 (and Henfield still puts an eleven of spirited cricketers into the field) the game has flourished on greens and commons and handy fields and its study is a rewarding one. In his charming book, VILLAGE CRICKET (Robert Hale. 16s.), which is as amusing as it is comprehensive in its scope, Mr. A. J. Forrest has very evidently completed a labour of love. I strongly recommend it to you.

A story is told about Air Chief Marshal Sir Basil Embry that a senior officer once asked him over the telephone what he thought should be the first quality of an R.A.F. officer and that he replied: "To be able to fight." A pained voice replied: "Of course an officer must be able to write!" Back roared the answer: "I didn't say write, I said FIGHT!" It is, therefore, not surprising to find that MISSION COMPLETED (Methuen. 25s.) is the autobiography of a man who embodied his own dictum, who numbers among his decorations the D.S.O. with three bars, the D.F.C. and the A.F.C., and who, during his long career from 1921 to 1956 "when I was prematurely retired," was capable of fighting in the air, on land, on paper and even, as we see, on the telephone. The Air Chief Marshal's experiences include service in Iraq and India, flying Blenheims over Norway, being shot down and captured during the Battle of France. He escaped from P.O.W. camp, being the first British airman to make his way home. Then he flew nightfighters, directed low-altitude attacks and was, appropriately enough, C.-in-C of Fighter Command. At the time of his retirement he was C.-in-C. Allied Air Forces, Central Europe, and, to judge by this book, is still in fine and active fettle.

THE RENOVATION OF WORDSWORTH'S BIRTHPLACE: The house in Cockermouth, Cumberland, in which the poet was born in 1770, has now been renovated. It has been re-roofed with Buttermere slate quarried from Honister, and the exterior walls have been painted in shell-pink and green. The house was built in 1745. It became the property of the National Trust in 1939, and the renovation work, begun two years ago, has cost some £2,000. During the summer the birthplace of Wordsworth is open to the public twice weekly.

The next two books are highly personal records of life in a very troubled world. First, there is A STUDENT'S DIARY (Hutchinson. 10s. 6d.) which covers the Budapest scene from October 16 to November 1 last winter. It has been written by one of the forty-three young men who helped to precipitate what the writer calls "an avalanche that couldn't be stopped." Even avalanches come to a stop though, and, tragically, this brave Hungarian bid for freedom ended in bitter defeat. "Laszlo Beke," whose real name is now on the Communist list of wanted men, is in Canada, where he has written this moving, factual little book "about the magnificent Magyars—and their fight for freedom."

THE ANGRY NEIGHBOURS (Arthur Barker. 15s.) has a less immediate and sensational impact but a valid interest of its own since it is based on the diaries kept by Mr. Hector Bolitho in 1932 and 1933, when he was visiting first, Palestine and the following year, Transjordan. During the first part of this time Mr. Bolitho was engaged on a biography of Alfred Mond, and was studying the then new movement of Zionism; during the second period, he was in King Abdullah's palace, living the Arab life. At this remove in time and contemplating the present savage unrest of these two countries, the book makes sad reading, but it does help one to assess the depth of the Middle Eastern problem.

BATTLE FOR THE MIND (Heinemann. 25s.) is an examination of the mechanism of brain-washing and conversion. It has been written by Dr. William Sargant, who is a physician in psychological medicine at a London teaching hospital. In his foreword he stresses that the book is *not* concerned with the truth or falsity of any particularly religious or political belief but, exactly, in the mechanisms involved in fixing or destroying such beliefs in the human brain. In other words, neither the immortal soul nor the mind in the philosophical sense but the brain and the nervous system provide the field for his research. Dr. Sargant ranges from Pavlov and his dogs to the snake-handling Christian sects of Tennessee, and writes at some length about John Wesley and his technique of religious conversion. This book is both objective and coolly enquiring in its manner; the result is only too closely related to our modern world.

A biography which has, for most of us, only a note evocative of the past is JOHN SINGER SARGENT (Cresset Press. 30s.), by Mr. Charles Merrill Mount; a thoughtful and extremely well-documented life of that most fashionable painter who was also a half-mysterious, half-retiring figure under the worldly success which surrounded him for at least half the period of his career. I liked this thorough and enthusiastic review of his life and times.

Of the books of travel and sea voyaging to be considered none is better than Mr. William Albert Robinson's saga, TO THE GREAT SOUTHERN SEA (Peter Davies. 18s.). It is the story of his voyage in his 70-ft. brigantine from Tahiti, south-east to one of the less attractive regions of South America. An earlier book, *Deep Water and Shoal*, is on its way to becoming a classic. The present story, which is in part a cautionary tale, is best explained in the author-sailor's own words: "Sometimes I think that all who live in Tahiti (as he does)—animals, birds, and people—are a little crazy, and myself a little more so; for it is hard to explain why anyone in his right mind would want to leave Tahiti and the world's most wonderful climate to sail 5,000 miles through the Roaring Forties over the most deserted and unpleasant stretch of ocean in the world—to visit Patagonia and the world's worst climate." But that is what he did and that is the adventurous and splendid story he tells.

WHEN THE WINDOWS WERE OPENED (Bles. 18s.) is Mrs. Elsa Pickering's account of life on a Kenya farm of 300 acres, after the war. Enthusiasm she and her husband had in abundance but rather less experience on the technical side, and much less of the particular African hazards which are apt to include anything from spiders to baboons. Sound, informative and friendly in style.

Major Sacha Carnegie's volume about his experiences on a farming course in Sweden is called HOLIDAY FROM LIFE (Peter Davies. 15s.). It is immensely revealing about Swedish agriculture and Swedish people and, as the author suggests, if you want to hear more about the Swedish scenery, you can always buy a guide-book.

We are much nearer home in A WEASEL IN MY MEATSAFE (Collins. 14s.). It is an enchanting book by Mr. Phil Drabble, who writes of his childhood in a Black Country town and the beginning of his discoveries of wild animals and birds. The line drawings by Mr. Ralph Thompson are as good as the matter they illustrate.

It is gratifying to be able to report that two most absorbing novels are by English authors. Although Miss Lettice Cooper's THREE LIVES (Gollancz. 15s.) is set in the North Country and near a mining community, the action has great vitality and little of that expected and understandable dourness. This is, in fact, a love story and it is quite exquisitely achieved by this very sensitive, very special author.

The author of QUEST FOR PAJARO (Heinemann. 10s. 6d.) claims that this is a true story though he does not expect it to be believed, and, indeed, the reader doesn't have to be particularly stuffy to question the possibility of a man flying through the sound-barrier *and* the thermal barrier to hit the earth twenty years in the future. But, fact or fiction, Mr. Edward Maxwell has written a tender and lyrical love story in the setting of North Spain.

SINGING FOR JOY

The Autobiography of Gigli

Not since the days of Caruso has there been, perhaps, a male voice of such incomparable quality as Gigli's. His obvious delight in singing for the sheer joy of it has endeared him to millions who have never visited an opera house, and it is not surprising to learn in the first pages of his autobiography that as a boy he sang and sang for the delight of the people of Recanati, his Italian birthplace. THE MEMOIRS OF BENIAMINO GIGLI (Cassell. 21s.) have been translated by Darina Silone. Here is a story of prodigious success stemming from the humblest beginnings. But through all the tide of success and splendour there emerges the essential humility of this great and gifted man. Since his retirement in 1955, he has gone to live again in beloved Recanati, there to play an occasional game of bowls and rest among the people after forty-one arduous years upon the concert platforms of the world. "Apart from my voice I am a very ordinary person," says Gigli, in his concluding chapter. The fact that he sincerely holds that view of himself is, no doubt, the secret of his vast popularity.

In this the centenary year of the great revolt of the Bengal native army in 1857, which led to the transference of the Government of India from the East India Company to the Crown, Major-General Richard Hilton offers us what his publishers choose to call "a brief but lively account" of THE INDIAN MUTINY (Hollis and Carter. 18s.). Compared with the vast records of Kaye and Malleson, who finished the job in six volumes, this is perhaps fair enough. Suffice it to say that Major-General Hilton has the right background for his task, for he has spent nearly fifteen years of his military career in the sub-continent, most of that time being in command of Indian troops. He knows something of their mentality, he speaks some of their languages, and he is in a better position than most historians mulling over past events to assess them in fair perspective. He acknowledges the military blunders of the Mutiny, but it is his firm belief that its aftermath was handled with the greatest political skill, eliminating in large measure the bitterness, the hatred and the mistrust. General Hilton arrays his facts with skill and deep understanding and we can congratulate him upon a most excellent centenary history.

Modern brigandage impelled by the fires of a fierce patriotism is perhaps the most accurate description that can be given of the operations of a unique warship and her extraordinary crew. Marcel Jullian describes the adventures of H.M.S. *Fidelity* (Souvenir Press. 18s.) in a book that pays tribute to some of the most remarkable lone-hand operations of the Second World War. Commander Jack Langlais, R.N., a Corsican of fierce temper and unorthodox behaviour, is the central figure in the story, but all *Fidelity's* crew were strong characters and not least its woman member, Madeleine Guesclin, an enchanting, ruthless and utterly uninhibited figure. This breathless narrative of Commando operations has surely been marked out already as first-class film material.

Like Douglas Bader, whose story has already been told so magnificently in book form and upon the screen, Colin Hodgkinson succeeded in taking part in operational flying during the Second World War despite the loss of both legs in flying accidents. Now in BEST FOOT FORWARD (Odhams. 18s.) Hodgkinson presents his autobiography. It is a deeply personal record. One feels at times that the glimpses into his private life are almost too intimate. But one cannot withhold for a moment admiration for this fine young man who conquered his own disabilities so magnificently.

Here is another account of flying in the Second World War, but in rather different vein. In ZERO (Cassell. 30s.) Masatake Okumiya, Jiro Horikoshi, and Martin Caidin give a detailed history of the operation of the Japanese Navy Air Force. The famous Zero or Zeke fighters were responsible for the overwhelming nature of the Japanese air superiority at the start of the Pacific struggle, and with their high manœuvrability and heavy armament it was difficult for the Americans to do anything about them until the advent of the Lockheed Lightning. Of particular interest is Mr. Okumiya's description of the effect on Japan of the first American saturation raids which brought home to the people of Japan the true nature of modern war.

The year 1957 marks the 150th anniversary of the County Fire Office, that great insurance company, and this has been chosen as the moment to publish a commemorative history. It has been written by Aubrey Noakes who, dipping into the archives, has produced a whole host of material of great social interest. THE COUNTY FIRE OFFICE (Witherby. 30s.) is beautifully bound and presented. Interest in its contents will extend far beyond the confines of the insurance world.

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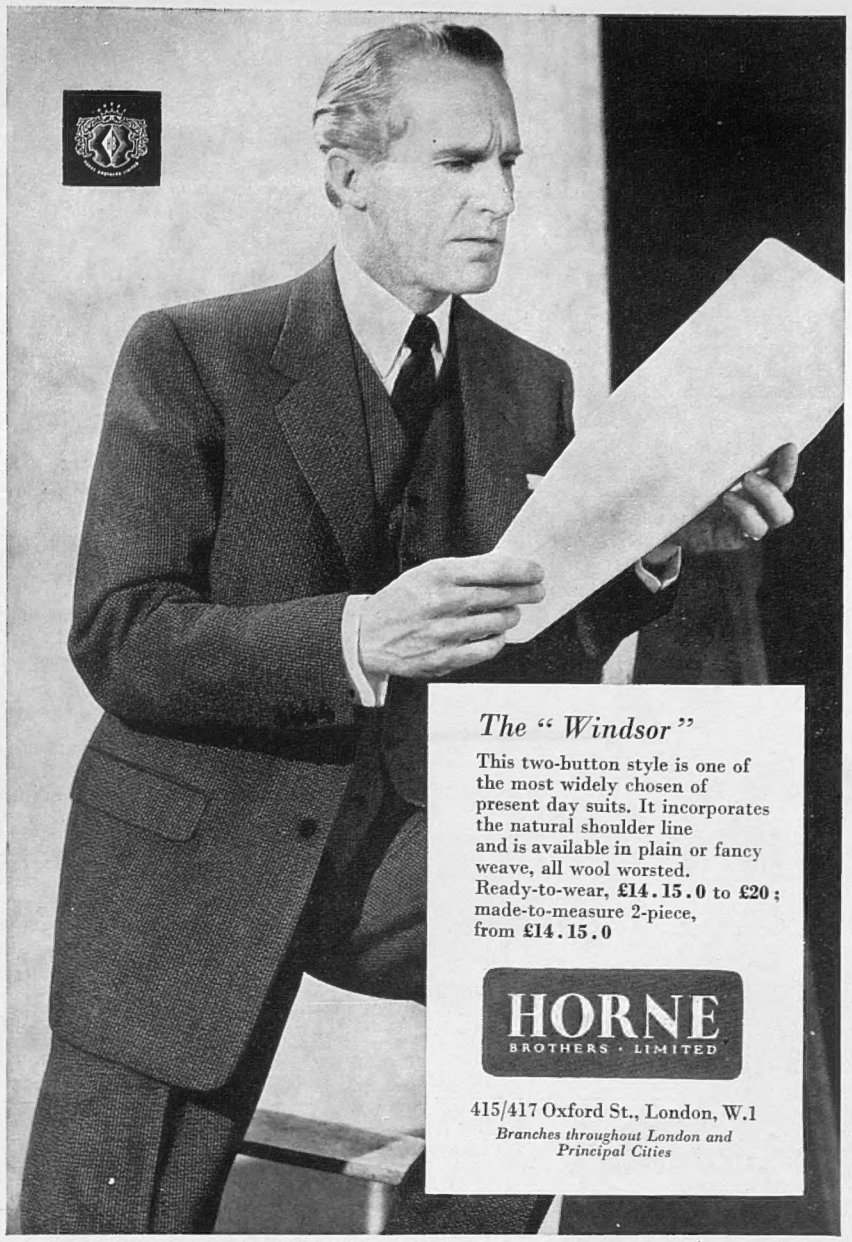

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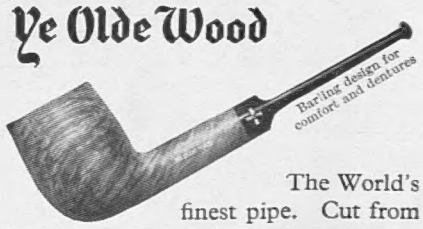

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"WE WERE LEVEL PEGGING AT THE SEVENTEENTH." Any Monday you may overhear this type of conversation in the morning business train, in a Club at lunch time or over a pint in the "local." Golf has a great grip on men and women in all walks of life, so when it comes to the question of week-end and annual holidays the availability of golf, and hotels which cater for golfers, is often the "match point" in decision.

So let's this week dwell on hotels from the angle of a sport which is international in its appeal. Admittedly I do not now play the game myself, but I do, in the course of my journeyings, glean a host of useful information on championship and beginners' courses, on hotels which have their own golf links, adjoin a golf club or, in some cases, provide free facilities for golf at nearby links.

A first-class golf club is by no means an essential for the low handicap player on his annual family holiday. Realising his family obligations he will not want to be playing golf all the time, but will be content with almost any form of links provided there are facilities for him to swing a club.

Here then are some hotels which have their own small but well-kept sporting courses. Each of them provides holes which are no mean test of play. The long driver may have to restrain his strength, but for approach shots and putting, the scratch handicap player may well find his skill put to the test.

One of the best of these sporting hotel courses is within the grounds of Oatlands Park Hotel, Weybridge, where the business or professional man has the advantage on summer days of getting a few holes in after he returns from his daily vocation. A great attraction of Oatlands Park Hotel is that all outdoor and sporting facilities are FREE to residents, so for the man who resides there with his family, he is like the ball which rests 6 ins. from the pin "sitting pretty."

Another inland hotel which has its own sporting nine-hole course is The Spa at Tunbridge Wells. Though Tunbridge Wells has a considerable quota of elderly people, The Spa Hotel has a growing reputation for small business conferences, and this nine-hole course provides a pleasant mental break after indoor deliberations.

But if you have a yearning for an hotel by the sea with its own golf links write to Mr. C. Graeme Horspool, Resident Manager of The Imperial Hotel, Hythe, Kent, for particulars of its nine-hole, full-length golf course, and other sporting facilities provided. A Golfing Week-End is being held at this hotel on Saturday, May 18 and 19. It will consist of an Open Competition of eighteen holes Mixed Foursomes on the Saturday, and on the Sunday an eighteen-holes Men's Singles. In each competition there will be three voucher prizes, with a special prize in each competition for people staying in the Imperial in that winners will be the guest of the hotel for the week-end.

Another holiday hotel which has its own private nine-hole course is Raven Hall Hotel, Ravenscar, near Scarborough. Judging by the golf clubs that I have seen stacked in the hotel, golf seems to play an important part in the family enjoyment of this popular hotel, which is open each year from Whitsun to the end of September.

And there is a fourth almost on the sea, Budock Vean Hotel, near Falmouth. A charming hotel with parkland nine-hole course overlooking the Helford River.

I am often asked about hotels which have golf clubs adjoining, so I have got out a brief list which though not complete is comprehensive. *London, N.W.*4, Hendon Hall Hotel adjoins the eighteen-hole Hendon Links. *Kent,* The Guildford Hotel, Sandwich, alongside the famous Princes Course. *Sussex,* Cooden, near Bexhill, Cooden Beach Hotel adjoins Cooden Golf Club. *Dorset,* Ferndown, Dormy Hotel, through garden gate is the eighteen-hole Ferndown Golf Course. *Jersey* (Channel Isles), Grouville, The Links Hotel. *Devon,* Saunton Sands Hotel, the championship course lies at its feet. *Thurlestone,* The Links and Thurlestone Hotels, divided by the eighteen-hole Thurlestone Course. *Gloucestershire,* Amberley, The Amberley Inn and Moor Court Hotel practically adjoin Minchinhampton eighteen-hole Golf Club. *Worcestershire,* near Broadway, The Dormy House Hotel, a well-known "nineteenth hole" to The Broadway Golf Club. *Hertfordshire,* Letchworth Hall Hotel, eighteen-hole links adjoin. *Suffolk,* Aldeburgh, The Uplands, almost opposite the Aldeburgh Club. *Thorpeness,* an estate with its own eighteen-hole course and The Dolphin Inn at the disposal of golfers all the year round. *Lincolnshire,* Woodhall Spa, Petwood Hotel, eighteen-hole course adjoining. *Scotland,* Gleneagles and Turnberry Hotels with golf de luxe at their front doors. *Gullane,* Greywalls Hotel faces Muirfield. *Nairn,* Golf View and Newton Hotels face on to the Nairn Links. *North Berwick,* The Marine overlooks a championship course. *Ireland,* Newcastle, County Down, the Slieve Donard Hotel adjoins the Royal County Down Golf Club, and in County Donegal, Carrigart, the Rosapenna Hotel provides one of the finest sporting playgrounds for golfers. Make particular note of Yeats Country Hotel, adjoining the internationally famous Rosses Point championship course, five miles outside Sligo. Nor must I omit the Great Northern Hotel at Bundoran, which overlooks the Bundoran eighteen-hole course and the sea beyond. What about Dublin for a golfing holiday, you may well ask? Of the many courses that are within easy range Portmarnock, eight miles up the coast, is a must. There is a country club there of twenty bedrooms, quite inadequate for such a famous course. Fortunately, Dublin has excellent hotel accommodation, and if you choose from the Gresham, Shelbourne, Royal Hibernian or Russell you cannot make a mistake. Besides these hotels there are dozens of others within a few hundred yards of good golf as, for example, Fayreness Hotel, Kingsgate, near Broadstairs, close to the North Foreland Links; Lundin Links Hotel, in County Fife, Scotland, and Butler Arms Hotel, Waterville, in County Kerry, while in Bournemouth, Llandudno, Torquay, and other resorts, there are hotels which offer free golf at nearby clubs to their residents. If I could only hear of an hotel that provided free clubs and balls I might be tempted to take up the game myself again!

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